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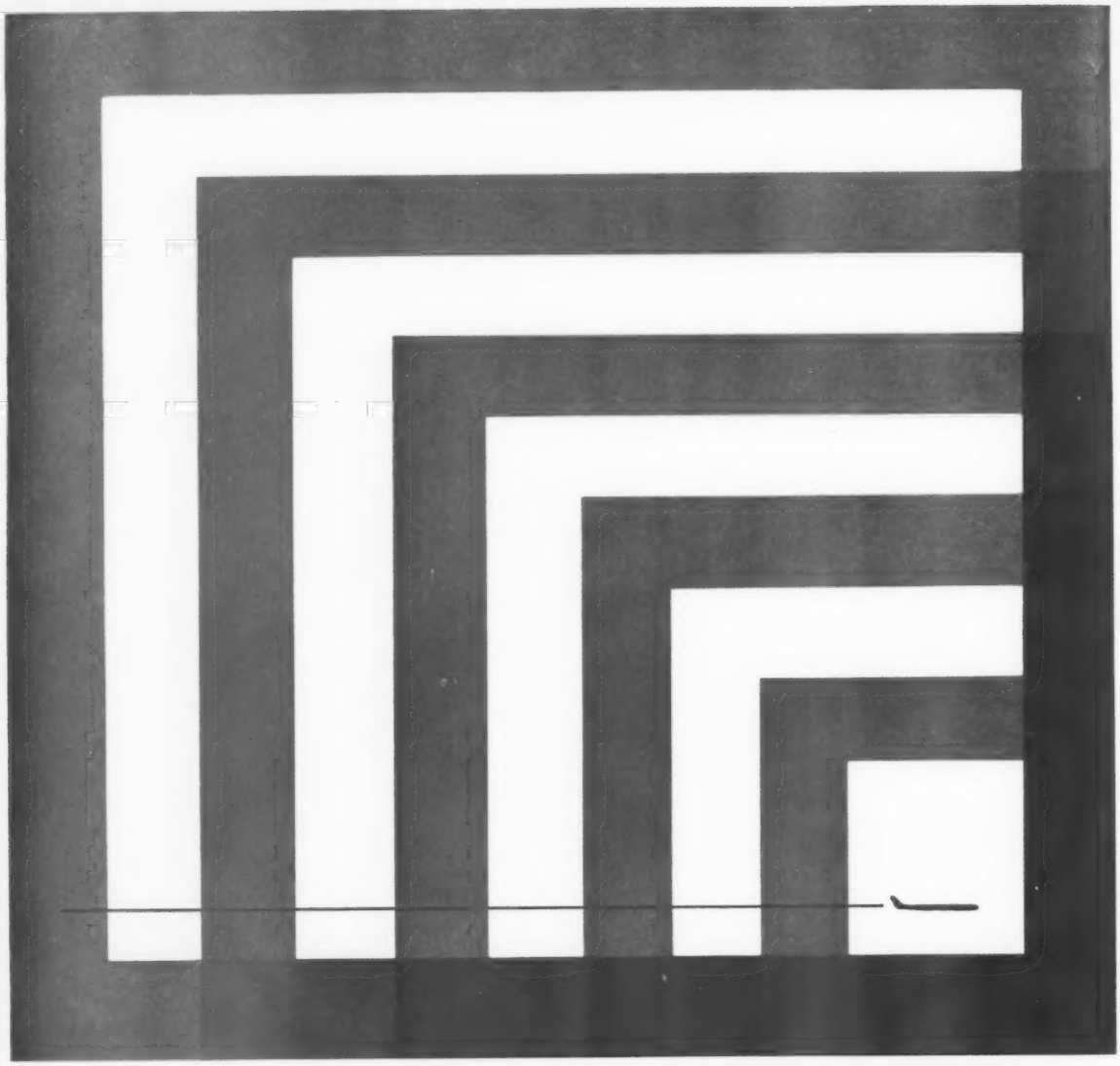

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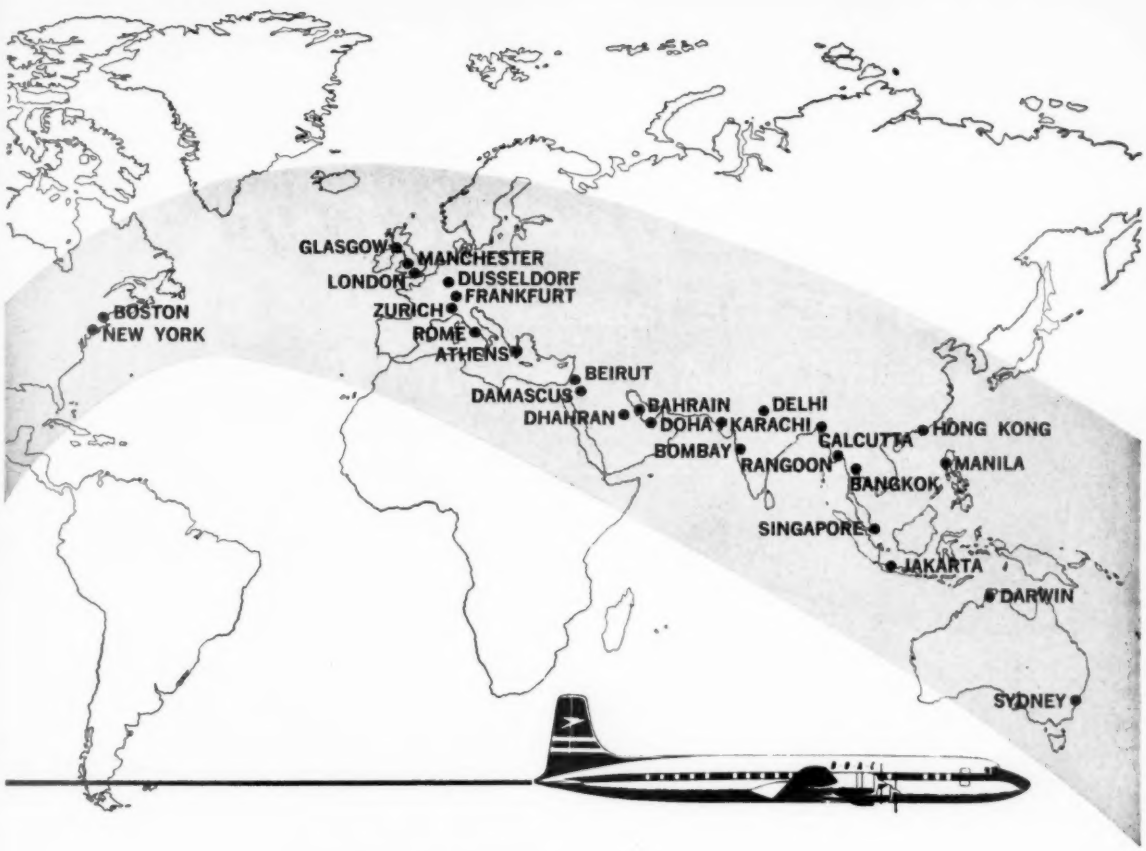

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AIR CARGO

an American Aviation Publication

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Features

WHO SHALL HEAD DISTRIBUTION 7
Editorial by Wallace I. Longstreth

THERE'S A CASE FOR AIR FREIGHT 13
By R. L. Mangold

PROFIT NOT DISTANCE IS THE KEY 16

RIDDLE'S ARGOSY IS READY 19

BOARD SIFTS VIEWS ON CARGO RATES 25
By Donald J. Frederick

Departments

TRENDS 8

NEWS 9

FROM THE ROSTRUM 21

CAB 25

CARRIER ROUNDUP 29

PEOPLE 31

NEW PRODUCTS AND PROCESSES 32

TECHNICAL LITERATURE 33

ON THE DOCKET 34

Guide Section

Following Page 18

AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change. Periodically a Part III is issued containing AIRIMP-CARGO.

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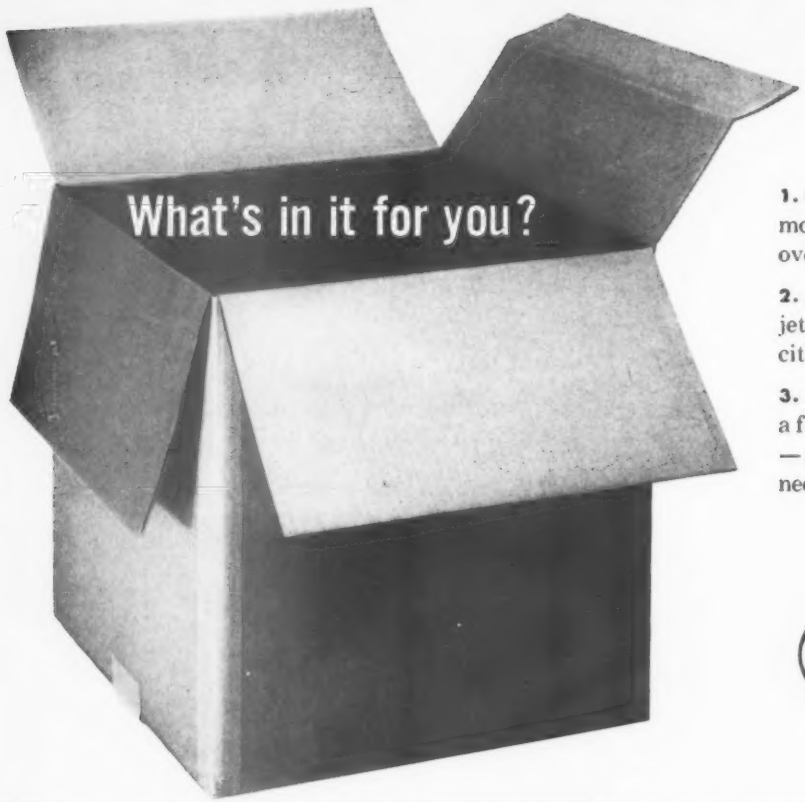

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EDITORIAL

Who Shall Head Distribution?

CAN A TRAFFIC MANAGER be in charge of distribution? A lot of companies are asking this question today as they probe the new frontier of business administration—distribution. For the most part, it is assumed that a man who carries the title, traffic manager, does not have enough authority to be chief of distribution. Distribution involves cutting across department lines.

Authority is not what makes the difference. Nor does it make any difference what title is employed. What makes the difference is the man, and the willingness of a company to use a distribution head.

The best of the distribution chiefs are those in staff jobs, rather than line. They work as consultants to all departments. They make suggestions and recommendations, rather than lay down policy.

There must be a degree of independence in the man, and his position on the organization chart must permit his recommendations to reach policy makers without protective coloration.

The head of distribution will have a touchy job, so the man must have tact. He will need all of the information and help he can get. With sufficient authority, of course, he can demand. If he makes enough demands, he will run into someone who will help him make a mistake.

The top man in distribution must be able to communicate. Distribution is complex. Not only are all of the ramifications of transportation involved, but so are packaging, materials handling, warehousing, and all of the other factors which must be employed to acquire, change, market, and deliver a product. A recitation of what is involved will be little help to the decision maker. The distribution chief must gather all of the information, evaluate, and recommend. He must state his case, not in the jargon of the tariff man or packaging engineer, but in a normal business tongue.

Certainly, the chief of distribution must operate in the realm of total company activity. If he is completely marketing oriented, for example, he may render real service to marketing without counting the cost to production. A distribution chief that leans toward the controller's office could very easily make recommendations which do not take into account the effect that customer service has on sales.

While the distribution chief should not be controlled by one department or another, he must know what tools each employs. Surveys of marketing, the automation of production, and the accounting techniques of the comptroller's office are properly tools that the distribution department can use.

In his paper on Rhochrematics—A Scientific Approach to the Management of Material Flows—Professor Stanley H. Brewer of the University of Washington says, "Because there are so many complex interrelated aspects of making proper decisions in most material or distribution management situations, the field of Rhochrematics lends itself especially well to an operations research or mathematical approach. Many of the quantifiable variables of this field of management can be programmed through electronic computers to determine with some degree of accuracy the interaction of and interrelationship among the factors. This work will lead to better decisions for improving service and will result in substantially reduced costs."

EVEN WITH the benefit of modern electronic data processing and linear programming, the distribution head must be thoroughly grounded in transportation. He may never again look at a tariff, nor run his pencil down a list of scheduled departures and arrivals, but he has to understand these things. A good traffic manager does.

When a firm discovers it has a good man as traffic manager, the search for a distribution chief need go no farther. A traffic manager can head distribution, and, with the support of his company, can save working capital, expand markets, and reduce the costs of selling.

Wallace I. Longstreth

TRENDS

Reduced air freight rates will come next year, but not as across-the-board reductions. Large shipments will continue to receive volume discounts, but the regular shipper will be courted as never before. The airlines are seeking regular freight movements on which to build schedules to correct traffic imbalances. ■

Charters for air freight will become much more frequent next year. By mid-1961 at least 60 all cargo planes will be available for international operations. In addition, more large jets will be delivered. Each of the jets augments available cargo space by close to 10,000 pounds. Airlines will be looking for charterers as a means of using capability and as a means of positioning aircraft. ■

More local service airline activity in the air freight field is in the cards for 1961. In 1960, local service carriers found pacts between trunk airlines and truckers, including Railway Express, reaching into many local service towns. Counter activity by the locals has sent their air freight ton mile record soaring. ■

Traffic to South America from the States continues good. The first flight of INI Airlines' direct, all cargo service between New York and Buenos Aires with a C-54 went out fully loaded. So much cargo had been offered that INI ran a fully loaded C-46 as an extra section. ■

Threat of a rate war in the highly competitive New York-San Juan market is worrying airlines. Riddle, Eastern, Pan American and Trans Caribbean have requested permission of the Civil Aeronautics Board to discuss rates in this market. In their request to the Board, the airlines noted that rates have already dropped sharply in the last year and a half, and that additional reductions are pending before CAB.

Initial suspension of the proposed reduced rates was last July. The suspension is due to expire December 30. The carriers fear that the investigation ordered at the time the rates were suspended will not be ready for a decision by December 30.

More than just four carriers could be involved if the reductions do become effective. Low New York-San Juan rates could bring about reductions between New York and points in South America. The New York-San Juan rates could also make New York to other points in the Caribbean look awfully high. ■

Fate of the Argosy in the United States for commercial air freight operations may yet be decided favorably for the plane. The Federal Aviation Agency is watching tests being conducted in Europe to see how difficult (or easy) it is for a two pilot crew to operate the plane under busy air traffic conditions.

The British-built Argosy grosses out at more than 80,000 pounds, the limit set by FAA for operation by a crew of two. Planes above that limit are expected to also have a flight engineer. If Riddle Airlines, which has ordered seven Argosys, has to put three men aboard, it will make the plane much less attractive for commercial operations. Riddle bought the planes to operate over Logair routes with the hope that later the planes could be put into scheduled common carrier operations, particularly on some of Riddle's shorter route segments. ■

NEWS

DC-7 Loading System Developed By Douglas-PAA

A cargo loading system designed especially for converted DC-7C transports has been worked out by the Douglas Aircraft Co. and Pan American World Airways. As a result, Pan Am is considering further expansion of its cargo fleet which already numbers 10 converted DC-7Cs.

Key to the new Douglas conversion program is mechanized loading. All cargo would be loaded on pallets through a 78 by 124-inch aft door. These pallets would be raised by conventional fork lift trucks and would then move through a 5019-cubic foot cabin on floor rollers and guide rails permanently installed in the aircraft. As an alternative, the Douglas developed "Glide-Aire" floating pallets could be substituted for the rollers.

To accommodate the system, Douglas would lighten the cabin floor and sidewall lining and eliminate the forward door. This would permit a 1500 pound saving in empty weight of the aircraft and would help compensate for the 2500-pound weight of mechanization.

An increase in the zero fuel weight to 106,400 pounds, up from 101,500 pounds in the passenger version of the DC-7C and 104,000 pounds in the conventional cargo conversion, will permit the mechanized air freighter to carry a payload of 36,000 pounds.

Other detailed Douglas designs, under consideration by Pan Am for future conversions, call for lightweight pallets of sheet aluminum sandwich construction, using Aircomb, a resin-impregnated paper honeycomb as a core. They would be stressed to support 10,000 pounds each. In the case of sealed, bonded or loose bulk shipments, weather tight sectionalized containers would be installed on the pallets.

A DC-7C fuselage, stripped for cargo use, would accommodate seven 88- by 108-inch pallets and leave an access aisle the full length of the cabin, as recommended by The Military Air Transport Service.

On the ground, the loaded pallets would be moved on a four-wheeled dolly which can be towed by conventional tugs. The pallets rest on three rows of rollers imbedded on the dolly surface to insure rigid support and provide lateral stability through the cargo door. Dolly and pallet are lifted together to airplane floor height and the pallet is then rolled into the cabin where the direction of movement is changed 90 degrees on ball rollers installed in the entrance area floor. Then the pallet can be moved lengthwise through the cabin on low-friction rollers in the airplane floor.

Flood Of Airmail Forces P. O. Expansion

Faced with a mounting volume of airmail, the Post Office has already moved to expand facilities at many airports and is planning increases by thousands of square feet at others. The major expansion move is being considered in the face of air mail volume which has soared by millions of pounds since 1950. At New York's International Airport, for example, the Post Office has a requirement for about 200,000 sq. ft. and is stretching the seams of recently opened facilities. Last year, 17,700,000 lbs. of airmail were handled at Idlewild.

Here is the kind of expansion the Post Office has in mind for some major airports: Los Angeles, 275,000 sq. ft., tentative; Idlewild, a firm requirement for 200,000 sq. ft.; LaGuardia, 97,000 sq. ft., tentative, from a present 20,000 sq. ft.; San Francisco, 60,000 sq. ft., tentative, from a present 15,000 sq. ft.; Anchorage, a firm requirement for a 53,672 sq. ft. facility, plus a 1953 sq. ft. platform, now under construction; and Atlanta, 16,300 sq. ft., plus a 2100 sq. ft. platform, firmly planned.

Plans for increasing space at Chicago's O'Hare are also in the talking stage but no figures are available. A study of the Philadelphia airport is also under way.

The Los Angeles expansion plan could herald a change in procedure

Ground Breaking Georges: (left to right) George Worster, pres. and George Corsello, exec. v.p., Atlantic Transfer Co., combine with George Herbert, admin. asst., Los Angeles Dept. of Airports, to break ground on Atlantic's air cargo warehouse. The building will be located at the east end of International Airport.

with mail carriers reporting directly to the airport for collections. This would eliminate delay in moving the sacks downtown for separation.

Here is the kind of airmail volume (in pounds) which the Post Office is faced with: Chicago, volume rose from 16,700,000 in 1950 to 49,400,000 in 1959; with another 2,885,000 at O'Hare Airport; Washington up from 6,000,000 in 1950 to 16,250,000, 1959; Los Angeles, 7,600,000 in 1950 to 23,261,000 in 1959 plus an additional 589,000 at Burbank.

Three New PAA Pacts To Benefit Shippers

Three new agreements designed to improve service to the shipper on a world-wide basis have been inked by Pan American World Airways. Two of the agreements, both with the Railway Express Agency, will benefit the international as well as domestic shipper. The third will facilitate the flow of air cargo to Latin America.

The first REA agreement provides for simplified, through handling of import-export shipments by coordinated worldwide air freight and domestic surface express services.

A total of 14 gateway interchange points will be covered by the single-receipt, single-charge service: They include Baltimore, Boston, Chicago, Detroit, Houston, Los Angeles, Miami, New Orleans, New York, Philadelphia, Portland, San Francisco, Seattle and Washington, D.C.

The second REA pact establishes additional air express service to and from Alaska and Hawaii, and covers all PAA flights between Hawaii and Los Angeles, San Francisco, Portland and Seattle, and between Alaska and Seattle.

Single carrier responsibility to shippers for goods transported between Latin American points and cities in the U.S. is provided by the third agreement through an air-truck system.

Signed by PAA and Terminal Transport Company, the new agreement provides: documentation, through in-bond service for importers at points of entry; prepaid, collect and C.O.D. arrangements; automatic exchange of foreign currencies; and door-to-door transportation.

Points included in the air truck plan are all cities served by PAA in Puerto Rico, Central and South America and Atlanta, Chicago, Indianapolis and Louisville in this country. The cargo exchange between aircraft and truck is made at Miami.

Paper Firm Forms Division To Develop Better Packing

A new products division which will concentrate on packaging as a means of reducing losses from breakage during shipments has been formed by The Mead Corporation, Cincinnati, Ohio.

Mead, a leading producer of paper and paperboard products, formed the new division to study packaging problems from the production line to the receiving point in a wide variety of industries. Special attention will be focused on the ability of a package to stand up during transportation.

A wide range of interest will occupy the new division. Packaging problems will receive a broad approach, and the entire realm of manufacturing, sorting, assembling, packing, shipping, warehousing, advertising, and merchandising a product will receive attention.

Allyn C. Beardsell has been named to head up the new unit. Commenting on his new responsibility: Beardsell said: "Modern packaging involves a host of factors ranging from protecting the product during shipment, enhancing warehouse efficiency, increasing the shelf life of the product, and helping to sell it, to mention just a few. It has therefore become a top management responsibility."

TWA Boosts Cargo Flights With Long Range L-1649s

An expansion of both domestic and international all-cargo service was initiated last month by Trans World Airlines.

Domestically, TWA began L-1649 jetstream all-cargo flights between New York and Los Angeles and from Philadelphia to New York.

The transcontinental nonstop leaves New York International Airport, Idlewild, each evening at 11 p.m. and arrives in Los Angeles at 5:59 a.m. It continues on to San Francisco, arriving 9 a.m.

Eastbound, the flight leaves San Francisco at 8 p.m., Los Angeles at 11:30 p.m., and arrives Idlewild 10:48 a.m.

The Philadelphia origination leaves at 8 p.m. daily and arrives Idlewild at 8:41 p.m. and then leaves at 10:30 p.m. for Chicago and Los Angeles.

Internationally, TWA has introduced two new weekly transatlantic flights serving Shannon, London and Frankfurt from New York. The flights leave Idlewild at 1:30 a.m. each Wednesday and Friday.

N. Atlantic Cargo Flights Scheduled By BOAC

British Overseas Airways Corp. is now offering all cargo service between New York and London with converted DC-7 equipment. Initial schedules call for eastbound departures from New York each Friday and Saturday at 1 a.m. with arrival in London scheduled for 5:40 p.m. on the same day. Intermediate stops are planned at Manchester on Friday and Prestwick on Saturday.

Westbound cargo service will feature 8 a.m. arrival in New York on Thursday and Friday from London, Manchester and Prestwick. The early arrival in New York will permit freight

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BOAC has also stepped up cargo activity in the far east. The airline has linked London to Singapore and Hong Kong with twice weekly all cargo constellation flights. One flight to each destination connects with a freighter to Sydney, thus establishing a London-Australia all cargo service once a week.

EAL Moves Cargo Flights From Newark To Idlewild

A switch in freighter operations from Newark to New York's International Airport, Idlewild, has been completed by Eastern Air Lines. EAL will, however, still operate a night shuttle between Newark and Idlewild to accommodate freight originating at or destined to points in New Jersey.

Edward E. Skinner, EAL's cargo sales manager, explained that the move will provide exporters and importers with faster connections to the overseas airlines operating from the Idlewild.

"Also at Idlewild," Skinner pointed out, "the clearance by U.S. customs officials of the shippers export declarations required for cargo moving to or from Puerto Rico will be expeditiously handled by the nation's largest air customs facility."

Skinner simultaneously announced that Mobile, Ala. had been added as a southbound freighter stop on the carrier's flights from New York via Atlanta and New Orleans to Houston.

AEIC Steps Up Activity In Germany And France

Heightened activity in France and Germany mark the latest advances made by the Air Express International Corp. on the international forwarding scene.

AEI's West Germany subsidiary was accepted for membership in the Deutsches Luftfrachtkontor. The move will allow AEI to participate in the vast air freight consolidation program of the German national organization.

Deutsches Luftfrachtkontor was described by AEI officials as a cooperative agency whose principal function is the consolidation of air shipments received from its forwarder members. The organization's main office is located in Bonn and facilities are maintained at West Germany's key airports.

In France, AEI's subsidiary, which was formerly jointly owned by AEI and private interests, was purchased outright by the New York based forwarder. Michel Prevost was elected president of the Paris-headquartered branch, located at 17 rue de Maubeuge.

The move points up AEI's interest in establishing key break bulk spots in Europe. Just hours after the French company was acquired, it handled its first AEIC charter flight.

Back in the U.S., AEIC officials have been impressed with the heightened industrial activity in the Southern tier of states. John E. Muhlfeld, the firm's vice president-sales described the foreign trade potential of the region as "extremely promising."

After discussions with top executives, representing major industries in the south, Muhlfeld noted a heartening increase in appreciation of the economic utility of air freight in overseas business.

Railway Express Agency Drops Cuban Service

The Railway Express Agency has terminated its services between Cuba and the U.S. Closing of REA's Havana office followed an official notice to employees and the Cuban Ministry of Labor. REA noted that its withdrawal from Cuba had ended express service between the two countries that had been provided since 1898.

PAA Pacific Cargo Capacity Reaches New High

Record cargo capacity has been scheduled by Pan American World Airways to the markets of the Pacific. Last month Pan Am provided more than 500,000 pounds of capacity weekly from West Coast U.S. cities to Honolulu, the Orient and the South Pacific.

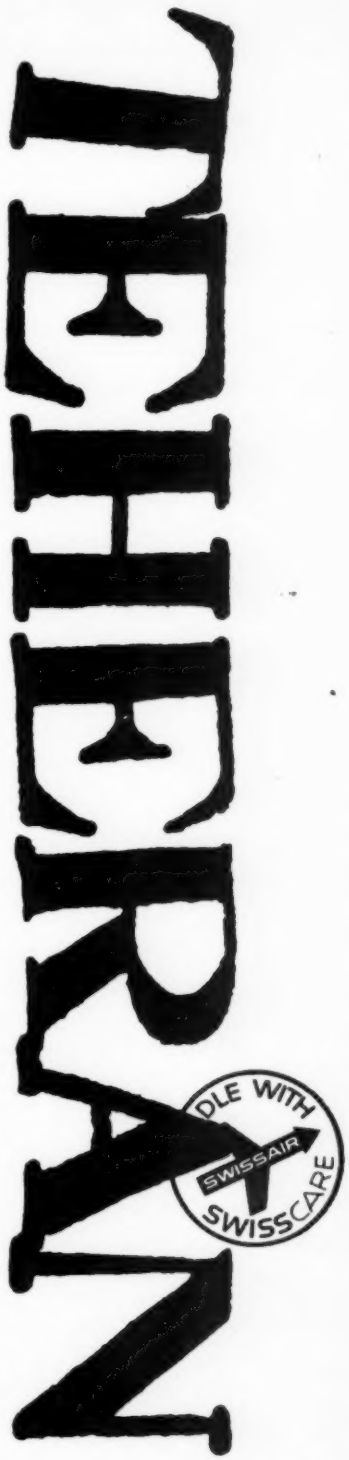
The poundage figure takes into consideration PAA's new schedule of all-cargo DC-7F flights which leave San Francisco at 11 p.m. every day except Sundays for Tokyo, via Honolulu.

Of the total capacity, 315,000 pounds weekly is provided on Pan Am's jet flights to Pacific points.

Color Film To Spotlight Transportation Industry

A color motion picture on the present status and potential of the transportation industry is being filmed through a joint effort by the National Defense Transportation Association and Southern Illinois University. Segments of the transportation community which will be presented in the film include air, water, rail, truck, bus, highway, pipeline, forwarders, communications and allied industries.

Col. Alexander R. MacMillan, director of University's transportation institute, said the film's objectives are to: "inform the general public, dispel misconceptions about transportation, encourage qualified young people to enter transportation as a career, and stim-



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ulate interest in transportation education."

For information on the film, contact Transportation Institute, Southern Illinois University, Carbondale, Illinois.

Standards Established For Lockheed Cargo Jet

Requirements of military and commercial users for an all-cargo jet can be met in the same aircraft design according to findings made by Lockheed Aircraft Corp. engineers.

Arthur E. Flock, chief engineer of the Lockheed Georgia Division, outlined these characteristics for the air freighter of the immediate future:

(1) Ability to airlift a payload of at least 70,000 pounds in a cargo compartment of at least 6300 cubic feet capacity. It would carry 20,000 pounds a distance of 5500 nautical miles, nonstop across the Pacific from the west coast of Tokyo or 50,000 pounds a distance of 4000 nautical miles. The 70,000 pound payload would be carried 3000 nautical miles;

(2) The cargo compartment would be approximately 70 feet long by 10 wide by nine feet high;

(3) A mechanized loading system and pallets to hold the cargo, similar to that now used by the Lockhed C-130 Hercules, would be utilized; and

(4) The cruise speed of the airplane would exceed 440 knots, or about 500 miles per hour.

Air France Offers Shippers Revised Commodity Booklet

A revised specific commodity booklet covering household goods and personal effects is being offered to shippers by Air France. The four page booklet is specifically directed to shippers of household goods not for resale, or passengers whose baggage is overweight and would like to take advantage of lower air freight rates to ship the excess.

In the booklet, the shipper can find an alphabetical listing by city of cargo rates between New York and points east. The per pound rate is listed clearly next to each name for quick reference.

The booklet can be obtained by sending a postcard with the word "Booklet" and a return address printed on it to James R. Cason, New York district cargo manager, Air France, 683 Fifth Avenue, New York 22, N.Y.

Better Puerto Rican Handling Goal of New Cargo Group

A drive to eliminate red tape surrounding the handling of Puerto Rican air freight is under way. Spearheading the effort is a special air facilitation committee which was formed to seek ways to expand airport facilities and to improve generally the air freight services available in Puerto Rico.

Named as chairman to the new committee was Frank C. Rubinan, Puerto Rico manager for Air Express International Corp. Jose Antonio Santana, president of International Air Service, was appointed vice president of the group.

Lower Jamaican Rates Set Up By BOAC

Reduced cargo rates between New York and Jamaica will be introduced by British Overseas Airways Corp. on January 1.

The lower tariff will include a number of specific commodity rates of $20 per 100 pounds, a reduction from the existing $25 per 100 lb. for general cargo. Southbound commodities affected will include such items as wearing apparel, fibers, yarns, partly manufactured clothing, and metal moulds.

Northbound, lower rates will affect products of the recording industry, at $13 per 100 lbs.; foodstuffs and clothing at $12 per 100 lbs., and printed matter at $13 per 100 lbs.

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AIR CARGO

DECEMBER, 1960 Vol. 4 No. 12

There's A Case For Air Freight

United's Air Freight Profit Analyzer lays out the process by which a firm may examine total selling costs and evaluate the worth of air freight.

By R. L. MANGOLD

Director of Cargo Sales Development
United Air Lines

E. L. Dare

R. L. Mangold

FINAL polishing is now being applied to a new, simplified method by which shippers can determine the profitability of air freight as a basic distribution tool. The method, which is called Air Freight Profit Analyzer, is being perfected by United Air Lines.

United will shortly undertake a series of regional sales meetings to train its sales force in the use of its newly developed Air Freight Profit Analyzer. In field tests throughout the Chicago area during the last nine months, our Cargo Development Division found the analyzer to be extremely valuable in developing new air freight accounts. Although we have copyrighted this sales tool, the concept is well known to freight salesmen. The analyzer merely simplifies selling the complex "total cost of distribution" concept.

Basically, the Profit Analyzer enables United's sales representatives and account executives to help prospective customers calculate the savings available to them by substituting air freight for a field warehousing arrangement. The higher cost of faster air delivery is compared with the lower cost of surface shipping, plus the cost of capital tied up in larger inventories and the cost of operating field warehouses which slow transportation necessitates. When the analysis indicates that the total cost from maker to user is cheaper by air freight, our salesmen have a compelling, convincing argument.

Our account executives and salesmen are responsible for knowing their accounts, their products, and procurement and distribution methods. Annual reports and product catalogs are helpful in knowing their accounts better.

If a company buys or sells products which are acceptable in air transportation, by asking a few simple questions our salesman can easily obtain the data required for a rule-of-thumb calculation, as shown on page 1 of the an-

COMPLETE THIS CALCULATION

	Total Dollars	Per Lb.
1. Cost value of Goods Shipped	$675,000	1.59
2. Multiply by	.095	.095
3. DISTRIBUTION SAVINGS FROM AIR FREIGHT	$ 64,125	$.151
4. Cost of Shipping Goods by Air Freight	$ 70,390	.166
5. Subtract Cost of Shipping Goods by Surface	$ 16,900	.040
6. ADDED TRANSPORTATION COST FOR AIR FREIGHT	$ 53,490	.126

Air Freight is profitable when line 3 is greater than line 6.

7. ESTIMATED ADDED PROFIT USING AIR FREIGHT	$ 10,635	$.025

PRODUCT OR PRODUCT CATEGORY:

HARDWARE FROM CHICAGO

PROFIT ANALYSIS FORM	DESTINATIONS			
	NEWARK	DALLAS	LOS ANGELES	SAN FRANCISCO
Days of Inventory Saved				
1. Transportation pipelines	2	2	3	3
2. Intermediate warehouses	150	150	150	150
3. Plant warehouses	3	3	3	3
4. Total (1+2+3)	155	155	156	156
Annual Carrying Charges per Dollar Cost				
5. Cost of capital (Return on investment)	.2000	.2000	.2000	.2000
6. Obsolescence	....	....	....	....
7. Insurance	.0017	.0017	.0017	.0017
8. Taxes	.0075	.0075	.0075	.0075
9. Total (5+6+7+8)	.2092	.2092	.2092	.2092
10. Carrying Charge Savings per Dollar Cost (4 × 9÷365 days)	.089	.089	.089	.089
Annual Warehouse Cost Saved				
11. Rent (or Cost of capital)	$18,600	$ 7,600	$13,400	$16,700
12. Labor	8,000	0	4,000	4,000
13. Overhead (heat, light, etc.)	3,700	1,500	2,700	3,300
14. Total (11+12+13)	30,300	9,100	20,100	24,000
15. Total Annual Product Cost	223,000	91,000	161,000	200,000
16. Warehouse Cost Savings per Dollar of Product Cost (14 ÷ 15)	.136	.100	.125	.120
Average Savings per Pound				
17. Pounds Shipped per Year	140,400	57,300	101,200	126,000
18. Value per Pound (15 ÷ 17)	1.59	1.59	1.59	1.59
19. Savings per Pound (10+16) × 18)	.358	.301	.340	.332
Added Transportation Cost per Pound				
20. Shipping				
21. Pickup and delivery	.067	.097	.162	.175
22. Excess valuation	....	....	....	....
23. Sub total (20+21+22)	.067	.097	.162	.175
24. Packaging savings	....	....	....	....
25. Total (23—24)	.067	.097	.162	.175
Total Savings Through Air Freight				
26. Total Savings per Pound (19—25)	.291	.204	.178	.157
27. Total Savings per Year (17 × 26)	$40,900	$11,700	$18,000	$19,800
TOTAL ALL DESTINATIONS $90,400				

alyzer. Should the calculation indicate that this company could profit from the use of air distribution, the salesman knows who would be the best contact within the company to proceed with sale of the concept involved.

Generally this requires a corporate officer who can recognize the correlation between various functions in the organization.

Using the analyzer as a sales tool, we expect our salesman will be able to sell the firm on making its own analysis, being guided by the elements listed in the analyzer.

The reasons we have designed the form for self-analysis are threefold: (1) the firm has the necessary data and many times it is confidential; (2) the prospect sells himself as the analysis proceeds; and, (3) this approach is less costly from United's standpoint.

Significantly, this concept applies to materials and components purchased by manufacturers, wholesalers and retailers, as well as finished goods distributed through their branch warehouses.

The total cost concept admittedly does not apply to all companies. As a matter of fact, it is best applied to firms that plan to, or do, operate warehouses and have a fairly high product cost value per pound.

Articles with a high cost per pound value would include drugs, hardware, machinery parts, electronic components, wearing apparel, aircraft engines and many, many more. A general criteria would be in the neighborhood of $1.00 per pound.

Obviously, the distances involved must be more distant than overnight by surface if air delivery is to provide a time or economic advantage and the product must be acceptable for air freight carriage.

What Moves By Air

Shipments acceptable for air could broadly be defined as those that are nonhazardous and are of a size, weight and density that can be accommodated in the existing aircraft.

To simplify the Air Freight Profit Analyzer and make it thought-provoking, a rule-of-thumb formula was developed by United's industrial engineers. This formula permits our salesman, or the client himself, to determine very quickly whether or not it would be worthwhile to consider a change over to air freight as the primary means of physical distribution. If it appears worthwhile, the Analyzer is designed so that a complete and detailed cost analysis can then be made by product, item or line, origin or destination. Indirect but very real cost factors, such as capital tied up, obsolescence, insur-

ance, taxes and packaging, are listed to guide the analysis.

The rule-of-thumb formula states that if the added cost of air freight is less than 9½ per cent of the cost value of the goods involved, then air freight should be profitable. Admittedly, this is a general formula because national average cost figures were used. Probably no company will exactly hit the 9½ per cent figure. However, for the first time, it quickly provides a rough estimate of the ofttimes small difference between surface and air distribution costs. The subsequent detailed analysis provides the facts upon which a decision to use air regularly or not can be based.

Formula With A Cushion

Basically, the rule-of-thumb formula is on the conservative side. For example, it incorporates the following factors: (1) that the national average for warehousing cost is 6% of product sales value; (2) that air freight can save about 40% of this cost when branch warehouses can be eliminated; (3) that the national average for annual inventory carrying charges is 25% of product cost; (4) that air freight can save about 20% of these charges through reduction of intransit inventory, plant warehouse inventory and branch warehouse inventory; (5) that product cost value is 50% of product sales value.

Development of the Analyzer was spearheaded by E. L. Dare, manager of cargo development for United Air Lines. Our industrial engineering department and advertising agency, N. W. Ayer & Sons, contributed greatly to development of the formula and the copy. Field checks of the Analyzer were made by Dare, with the assistance of J. A. Voelz of industrial engineering. For convenience, the majority of calls were conducted in the Chicago area, although some presentations were made in Cleveland, New York and Boston.

As part of the testing, a direct mail campaign also was undertaken. A personal letter, together with a copy of the Profit Analyzer and a data form, was sent to the presidents of some 2,300 concerns. The purpose of the program was two fold: (1) to provide cargo development personnel with broad, thorough testing experience for the Analyzer; and (2) to test the value of a direct mail-out piece as a means of developing air freight prospects. Many interesting replies and several solid prospects resulted. Certainly business managements today are vitally interested in cutting distribution costs—the third highest cost of doing business.

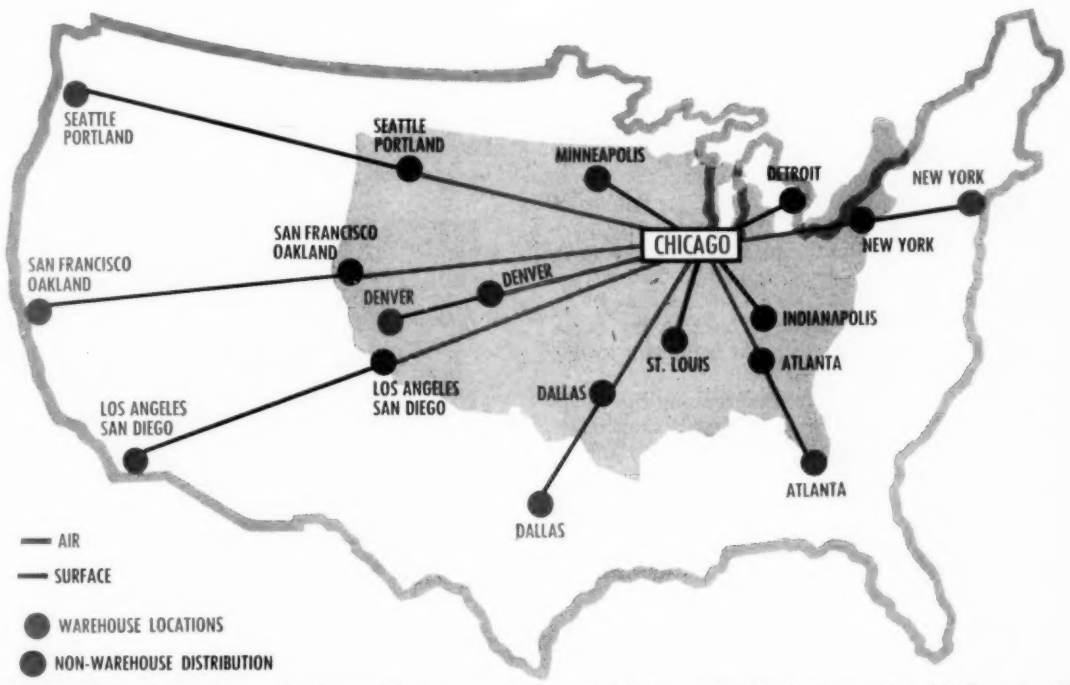
The next step, which will be undertaken shortly, is that of presenting the "total cost concept" and the Analyzer to United's 150-man sales force. This will be done through a series of three-day training meetings to be conducted throughout the country at locations most convenient to our sales personnel.

Upon completion of the training program, we contemplate a national advertising campaign to be undertaken in conjunction with a direct mail program. It is hoped that these combined efforts, directed by our cargo development division, will create additional air freight markets for United. And, quite obviously, other carriers also will benefit through interline movements as well as from movements which originate or terminate at off-UAL points.

A Potential In Dollars

United's management feels that possibly the greatest contribution of the Air Freight Profit Analyzer will be to stimulate an over-all interest in air freight and the profit potential for its users. More than ever before, the time seems appropriate for both the users and the carriers to take a closer look at the profit potential of air freight. We expect the Analyzer to contribute much during this interim period of freight development which holds such great promise for future growth.

Shippers and other interested parties can get a copy of the United Air Freight Profit Analyzer, shortly after the first of the year, by writing United Air Lines, Cargo Development Division, 36 So. Wabash Ave., Chicago 3, Illinois. ■



UNITED AIR LINES illustrates how air freight can bring the remote outlet within a quick delivery range and the subsequent impact this feat has on inventory, warehousing and customer service. By using air freight to speed deliveries to remote points from the Chicago plant warehouse, the shipment goes directly to the sales outlet and eliminates branch warehouses at the distant cities.

The Key To Marketing Is Profit, Not Distance

When the profit contribution of sales are known, sales need no limit

SELLING has long been recognized as an important function in any company, but theories on what to sell, and where to sell are undergoing change. Part of this is caused by a better understanding of accounting; part, by the significant advances being made in transportation.

Within the U.S., jet transports have shrunk the nation to a marketing area five and a half hours wide and two hours deep. Instead of assuming any given product can only be marketed locally, a firm may actively consider nationwide and even world wide marketing. If the sale contributes to profit, and enough sales are made to exceed fixed expenses, there is no reason to limit sales.

However, under many systems of costing the exact contribution each sale makes to profit is difficult to determine, if not impossible.

One of the better methods for determining the profit contribution is a dynamic cost accounting arrangement which employs the relationship of profit to volume—Profit/Volume.

This permits a graphic presentation of the profit path for analysis and forecasting. The graph is easily read and understood by the layman, although the math behind it is not simple. In the jargon of the statistician, the profit path would be the "least squares" line.

To reduce the accounting and mathematics to manageable proportions for the uninitiated, the following story of Douglas Cave is used.

Douglas Cave inherited a farm from his father. The farm was 40 acres of hills and rocks. For a couple of years, Doug Cave tried to raise crops, but just could not seem to get ahead. Finally, Doug and his family were reduced to living on the mushrooms which grew in a never-ending supply in a large cave on the property.

The mushrooms were different than the usual run of mushrooms. They tasted like prime ribs of beef and grew to the approximate shape and size of a large pizza. One of these mushrooms was enough to satisfy a hungry man.

Still, a man cannot live on prime ribs forever. Doug decided to sell some mushrooms. He guessed he could sell them from a roadside stand for $1 apiece. He could. Some days he cleared as much as $10. This was infrequent. There just was not enough traffic using the road that went past Doug's farm.

So, Doug went to the nearby village to persuade the local grocer to handle the mushrooms. The grocer knew of the wonderful mushrooms. He agreed to take 25 a day, if Doug would bring them in, individually wrapped. The grocer would pay Doug 60¢ apiece for the mushrooms, and sell them for $1.

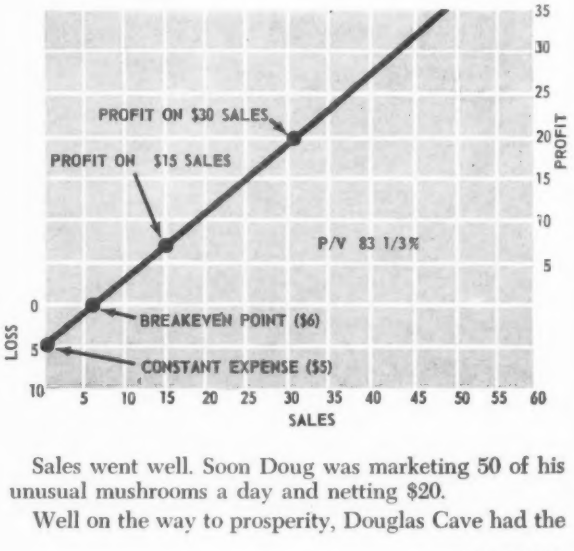
Doug made arrangements with a local truck owner to pick up the mushrooms at the farm, and cart them to the local bakery. The baker would pack the mushrooms in large size pie boxes. The trucker would then haul the mushrooms to the grocery.

The baker charged 10¢ each for boxing the mushrooms. The trucker was to get $5 for the complete trip—farm to bakery to grocery.

Without benefit of much formal education, Doug figured he would make 50¢ profit on each mushroom, or $12.50 a day if the grocer actually would take 25 a day. From the $12.50, he subtracted the $5.00 paid to the trucker. Now he had only $7.50 a day—but it looked like it would be a steady income.

A P/V chart on Doug's business would look like this.

Mushrooms sold	25
Sales income	$15.00
Profit Contribution	12.50
Percent (P/V)	83 1/3%
Constant Expense	$5



Sales went well. Soon Doug was marketing 50 of his unusual mushrooms a day and netting $20.

Well on the way to prosperity, Douglas Cave had the

confidence to consider expansion. He would try to sell the mushrooms in the big city. Upon investigation, he discovered that it was not as simple as marketing locally.

The big city store would only handle the mushrooms if Doug cut them into five pieces which could retail for 25¢. Each piece had to be individually wrapped. The store would pay Doug 10¢ a piece, or 50¢ a mushroom.

Doug decided he would cut the mushrooms into five pieces. The village bakery would do the wrapping at 2¢ per piece, and then put five individually wrapped pieces into the pie boxes, as before. Packaging would thus cost 20¢ a mushroom as compared to the previous 10¢.

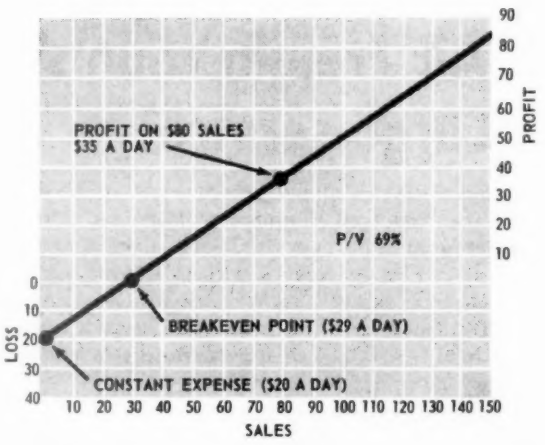
The trucker would still make the trip from the farm to the bakery to the local grocery for $5, but wanted another $15 to continue the trip to the big city.

The big city store was sure that a minimum of 500 pieces (100 mushrooms) could be sold each day to begin with, and that probably sales would go up sharply as people became acquainted with the product.

Doug decided in favor of the city. He reasoned that he would make 30¢ profit on each mushroom sold to the big city store or $30 profit a day. The added constant expense would be $15 a day (trucking), leaving $15 to bank. And, there was every reason to believe that the city outlet would sell more than 100 mushrooms.

On this basis, Doug's P/V chart would look like this:

	Locally	Big City	Total
Mushrooms sold	50	100	150
Sales income	$30	$50	$80
Profit Contribution	$25	$30	55
Percent (P/V)	83 1/3%	60%	69%
Constant expense	$5	$15	$20



Sales in the big city did go well. Almost immediately, Doug was selling 150 mushrooms in the city, plus 50 locally. It would have been more except the truck employed could only handle 200 mushrooms in pie boxes. More trips were impossible because of the distance involved.

Again Doug did some calculating. The 200 mushrooms in the city would bring in $60, less $20 for trucking, leaving $40. By dropping 50 mushrooms in the village, Doug takes in $25 (50 mushrooms at 50¢ profit, each), plus $45 (150 @ 30¢ profit in the city), less $20 (trucking), for a net of $50.

Obviously, if Doug can only market 200 mushrooms, he will split his delivery.

But the taste of success is hard to ignore. Again, Doug went to the city—to find better transportation.

In the city, Doug found a transportation firm which would provide farm to store door delivery at $20 per hundred pounds. Boxed, and with each piece individually wrapped, the mushrooms weighed just a pound.

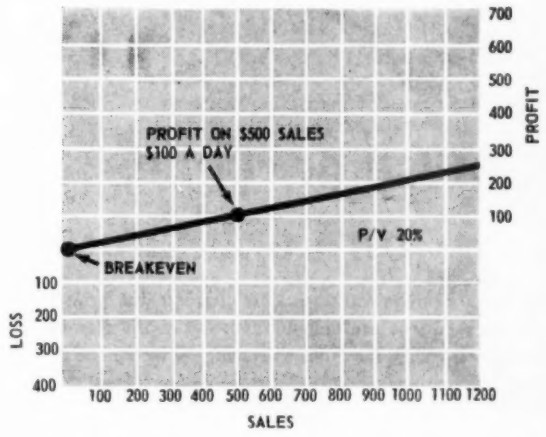
Now, Doug had to arrange for the village baker to come to the farm to wrap and pack mushrooms. Because there was to be a much greater volume, the baker agreed to bring material and equipment to the farm and handle the mushrooms at the old rate, 2¢ for wrapping each piece; 10¢ for each box.

Under this set of conditions, Doug has eliminated costs which were presumed constant. It is going to cost him 20¢ to prepare each mushroom, and another 20¢ to ship each mushroom. Each mushroom would thus contribute but 10¢ to profit.

For this idea to pay off, Doug has to sell a lot more mushrooms, raise the price, or cut costs. Doug decided to gamble on increased sales. After one week sales had reached 1000 mushrooms a day, and were climbing.

Now, the P/V chart for the city operation changes to:

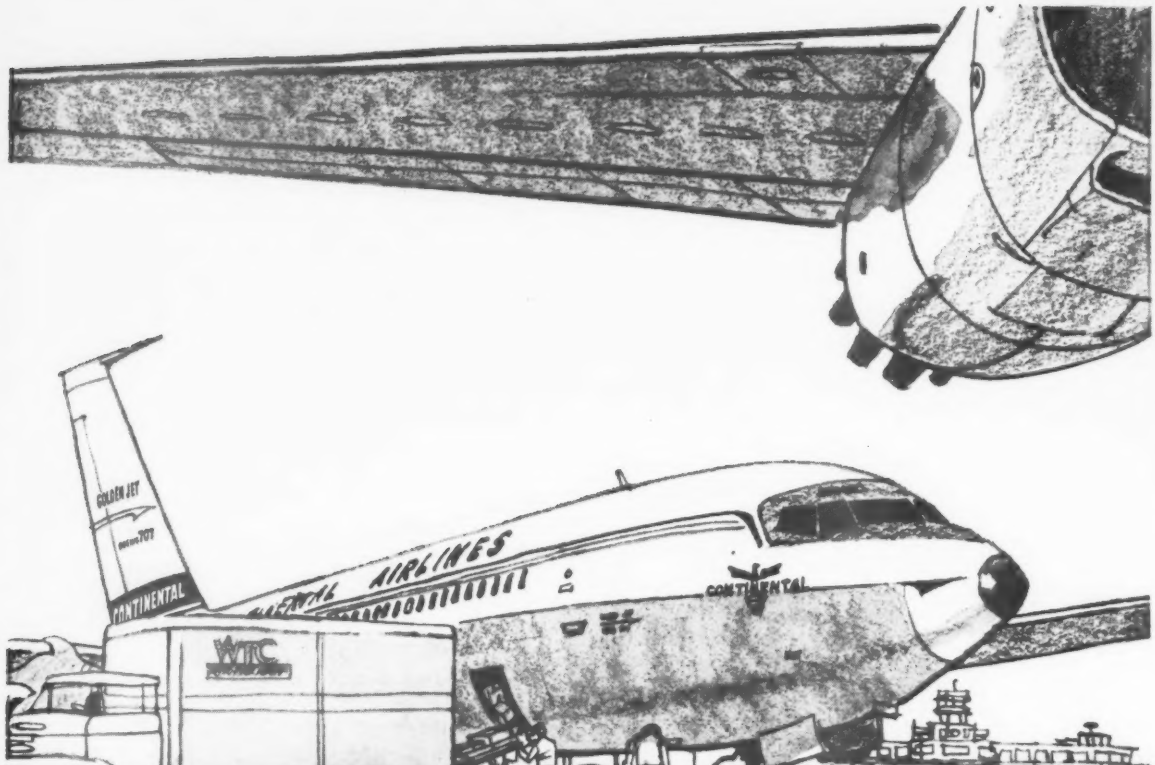
Mushrooms sold	1000
Sales income	$500
Profit Contribution	$100
Percent (P/V)	20%



Of course, the story of Douglas Cave is fanciful and the accounting and business procedures oversimplified. However, oversimplification does have the merit of stating fundamentals without clouding them with complications which do not apply to every situation.

Doug Cave, by keeping basic costs separate from constant, operated in a realm of basic profits per unit of sales. As his sales change, he can figure his profit or loss circumstance by simple arithmetic.

With this freedom of movement, Doug can consider marketing his product anywhere. He knows how much profit each unit contributes. He can compute how many units it takes to recover fixed costs. His only unanswered question is how many units can he sell. ■



From the Cargo Files of the most experienced jetline in the West!

Rush or routine...WTC Air Freight counts on Continental's Jet Cargo service!

When customers count on WTC Air Freight—one of the nation's largest and most experienced air freight forwarders—WTC Air Freight counts on Continental. One result: the best possible service for air freight users.

For routine operations, there's the speed and efficiency of Continental's Golden Jet Boeing 707 fleet. There's also Continental's superior record of on-time jet performance—for day-to-day, door-to-door scheduling security.

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You can count on Continental. There are thirteen pure jet cargo flights between Chicago and Los Angeles every day. Plus jet cargo service to Denver, Kansas City, Houston, and El Paso. What's more, Continental's DC-7B's and Jet Power Viscount II's serve 23 major cities in the West and Southwest for air freight forwarders, air freight customers.

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New! Minimum air freight charge only $4.00 on Continental!

CONTINENTAL AIRLINES

SCHEDULED for Logair operations this month.

Riddle's Argosy Is Ready

A UNIT load system designed especially for the Argosy freighter has been developed by the aircraft's British manufacturer, Armstrong-Whitworth Aircraft Ltd. Named "Rolamat," the system was specifically developed to take advantage of the double ended loading ability of the turboprop air freighter.

The basic "Rolamat" system consists of light aluminum stressed flat pallets and straight lengths of gravity roller conveyor. Side guidance rails and end stops restrain the pallets once they are loaded into the aircraft.

The complete set-up consists of 8 pallets and 4 rows of roller conveyors.

The weight penalty of "Rolamat" is 1690 lbs. This figure takes into consideration pallets, conveyors, guidance rails, end stops and guide blocks, and represents only 6.2% of the aircraft's maximum payload.

Armstrong claims that 4500 lbs. of cargo a minute can be loaded if the complete system is adopted. In a complete loading cycle, a payload of 28,000 lbs. could be off-loaded and loaded in 12 minutes.

Total turnaround time at a terminal is pegged at a half hour.

The pallets, each with a total working load of 4000 lbs., measure 8 ft. 4 in. wide by 5 ft. 6 in. long by 2 1/5 in. deep. The full width or near full width pallet is described as optimum size for the aircraft, since it makes for faster loading, more cargo capacity and less weight penalty than any other pallet arrangement.

Armstrong suggests that if a load is not 100% capable of palletization one full width pallet can be used as a receptable for last minute loads.

The pallets are secured by tie-down shackles fitted around the upper edge of the pallet surface. These shackles can be removed to accommodate the fitting of pallet sides.

Armstrong believes that the fastest way to unitize a load is to place it on a pallet equipped with sides and top, in effect, a "pallet box." The reasoning is that netting or strapping simply takes more time.

However, the firm recognizes that by accepting a box type pallet, an added airborne weight penalty is realized. The question is whether the advantages of improved cargo handling outweigh the loss in revenue payload.

The standard roller conveyor used consists of straight lengths 37 in. long by 3 in. wide by 1¼ in. high, fixed on the aircraft floor. It is recommended that whenever possible, the pallets be located on similar roller conveyor while being processed in the warehouse or while being transported.

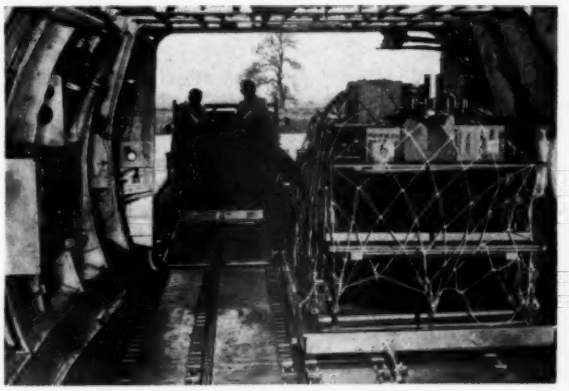
A roller bridge was favored for transferring pallets from truck to aircraft. Any standard flat bed truck may be equipped with roller conveyors to accomplish the transfer job.

In cases where direct loading into and out of the aircraft is not possible, a fork lift or roller bridge was suggested. The load can then still be handled as a complete unit.

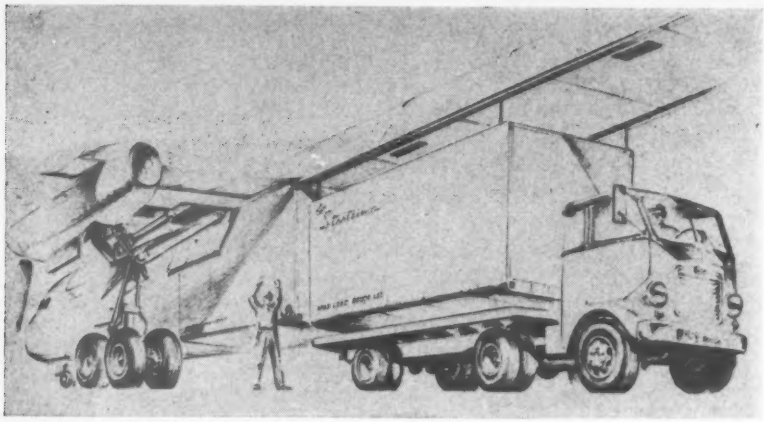
The bridge ramp would serve to span the gap between loading truck and aircraft. The bridge fits to attachments on the fore and aft frames of the aircraft. It is 6 feet long by 20 inches wide and can be fitted to any of five positions in the aircraft.

As envisioned by Armstrong, the "Rolamat" system is a universal means of equipping road vehicles, aircraft, ships, rolling stock, and warehouses with a mechanical means for handling all types of cargo.

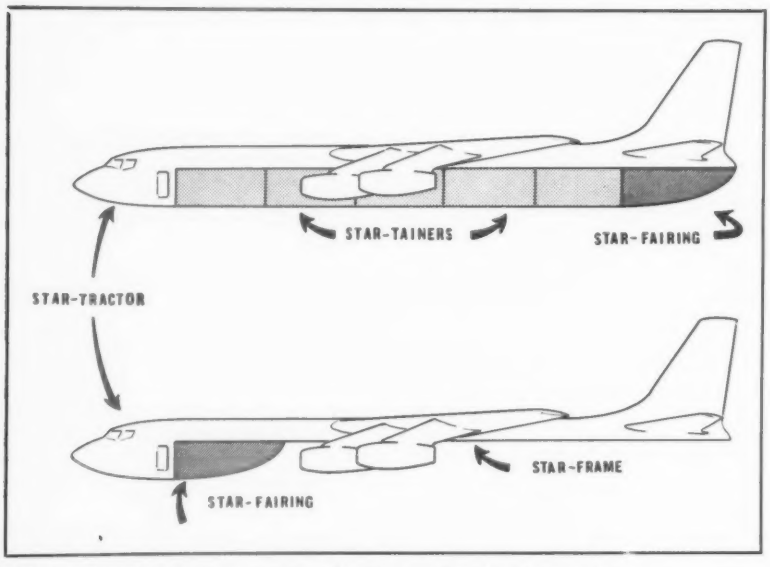
"Rolamat" is also designed to facilitate the conversion of the Argosy from freight to passenger capability.



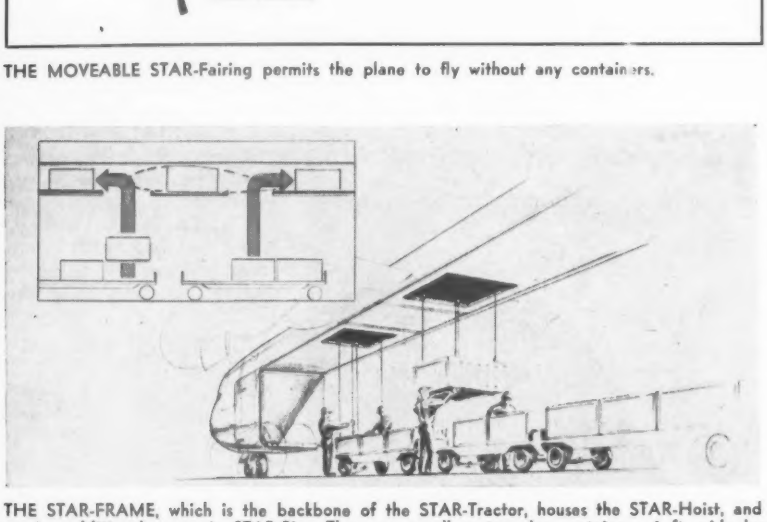
ROLLERS INSIDE and out make transferring loaded pallets to the Argosy easy. Truck bed and bridge can be roller equipped.



THE STAR-TAINER being raised into position on the STAR-Frame by means of the STAR-Hoist. Raising or lowering is accomplished without extraneous equipment of any kind.



THE MOVEABLE STAR-Fairing permits the plane to fly without any containers.



THE STAR-FRAME, which is the backbone of the STAR-Tractor, houses the STAR-Hoist, and carries additional cargo in STAR-Bins. These are small rectangular containers, 6 ft. wide by 6 ft. long by 3 ft. deep. The bins are raised or lowered through the openings in the frame by means of an integral hoist. Within the STAR-Frame, the bins are located longitudinally on an internal rail system and automatically locked. The bins may be brought to the plane by special carts or by ordinary trucks. There is plenty of room for trucks to maneuver under the frame.

The Argosy was due for delivery to Riddle Airlines late in November. The plane is expected to go into service this month, on the Logair routes.

Meanwhile, cargo aircraft of a future generation are being planned.

Perhaps one of the most advanced is a proposal by Hackney Airlift Associates for a system utilizing an aerial tractor and set of containers which are completely interchangeable with other modes of transport.

The prime mover of the system, STAR-Tractor, could be designed as a high, sweptwing, turbofan powered aircraft; a high, straight-wing turboprop; a high-wing piston powered; a high-wing, nuclear powered; and a high-wing STOL (short takeoff of land) or VTOL (vertical takeoff or land).

The STAR-Tractor features a conventional nose section housing the flight or crew station together with flying controls and all normal equipment including the nose wheel assembly. The conventional fuselage is replaced by a specially reinforced structure known as the STAR-Frame which extends the full length of the tractor.

The STAR-Frame supports the wing and all of the conventional aircraft control surfaces and carries the fuel. Reserve fuel is carried on the longitudinal axis, permitting weight to be transferred as desired to keep the center of gravity within a manageable range.

Attaching to the STAR-Frame are STAR-Tainers, containers with an eight-foot cross section and a length in modules of ten feet. These containers are compatible with piggy back and fishy back operations. In addition to the containers which constitute a prime component of the STAR-Lift system, cargo will be carried in the Star-Frame. A box, 6'x6'x3' can be accommodated.

Loading mechanism is wholly contained within the aircraft for handling the containers.

Hackney estimates that: "for a given payload capability, the required operating gross weight of the tractor-container combination will be about 14% less for a turbofan powered configuration than that of a conventional swing-tail cargo transport. With a gross usable cargo volume of 7,000 cubic feet, carrying a payload of 100,000 pounds, the STAR-Lift cargo transport has a maximum taxi weight of 273,000 pounds. Empty operating weight is 89,830 pounds.

Completing the design is an after section, the STAR-Fairing. This piece fits snugly against the endmost container to reduce drag. It also permits a change in the number of containers hauled. If no containers are being carried the Fairing is pushed forward to mate with the nose section. ■

From The Rostrum

Following are some of the remarks made by R. Dixon Speas, a New York consultant, before the 1960 Air Logistics Institute of the Aeronautical Sciences in Tulsa, Oklahoma. Speas' address was entitled "The Commercial Operator's Air Logistic Task."

During the history of commercial air cargo development there has been steady progress forward in growth and quality of cargo service. Cargo enthusiasts, with the impatience of true pioneers, and sideline kibitzers alike have tended to consider that progress has been lagging, however, and that a tremendous expansion program awaits only the magic touch of a new cargo airplane, an advanced loading system or some other startling "break-through" development. The facts are that the future growth of commercial air cargo will be benefited by new aircraft designs and other developments. but progress in the meantime is being made steadily and surely.

The recent growth in the capacity of all-cargo aircraft operating in commercial service is also impressive. As of September of this year, 93 all-cargo aircraft were being used in commercial operations by eleven scheduled airlines. Compared in number to the 72 in commercial operation by eleven scheduled airlines in 1950, the growth does not appear great. Corresponding carrying capacity in ton-miles per hour, however, has grown to 370% of the 1950 value because of the increased speeds and payloads of the aircraft introduced into all-cargo service during the '50s and so far this year.

Rates Come Down

A final example of commercial cargo progress during the past twenty years concerns rates of charge to the customer. Average domestic cargo rates in 1939 were approximately 60¢ per ton mile. In 1959, despite the severe inflationary spiral of the previous twenty years, rates had been reduced to an average of approximately 25¢ per ton mile—a reduction of over 50% during a period when passenger fares remained approximately constant—rising slightly from 5.10 costs to 5.83 costs per passenger mile. A similar historical picture can be painted for international cargo development.

New cargo aircraft which are currently entering production and in advanced stages of design will be the flight equipment basis for major air cargo progress for the immediate future. These aircraft can be expected to enjoy useful lives for many years to come. We would like to direct attention to design aspects which relate to future development of these aircraft and future aircraft—plural. We say new aircraft plural because when the varying requirements for air cargo are considered as to flight range capability, payload capacity, runway performance, and cargo densities, it appears there will be a compelling need for many models of all cargo aircraft. Not as many models can be expected as there are different types of freight cars because it costs a lot more to develop an airplane than a freight car.

Many more than one model will be operated, however, because one single aircraft type simply cannot do all things well. Air cargo operators must be able to exploit the use of long runways where they are available, avoid the structural weight penalty of long range fuel capacities where operations are relatively short range, avoid the drag of a large fuselage on long range flying where payloads are relatively limited, and in general exploit the full potential of aircraft design capabilities related to the specific cargo carrying tasks at hand.

Watch Operating Costs

Certainly the primary guidance factor in cargo aircraft design, as it is in aircraft selection, must continue to be operating costs. The initial purchase price is of importance. As a matter of fact, the purchase price is often of "buy" or "no buy" consequence.

At the same time, however, the airline realizes that in signing up for a $5 million all cargo airplane (and it appears there will be some all cargo aircraft types which can be bought for this little, some for less, and some for substantially more), it is undertaking a commitment of a direct cost over a ten-year period of more than $30 million. These costs may include over $8 million for fuel, over $10 million for maintenance, and $3.5 million for flight crews.

Under these circumstances, it is evident that the operating efficiency of the aircraft must receive the major attention in aircraft design or future modification decisions.

Certainly there is a need for improved loading to the point of absolute requirement. There can be no argument against this need. It is of paramount importance that this need be recognized as a requirement and not in itself an answer for low-cost cargo operations.

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The requirement must be met in a manner which does not compromise the operating economy of the aircraft.

If the design solution for adequate loading and unloading compromises the operating economy through either raising the cost per mile or lowering the payload capability of the aircraft, the net result can represent an increase in direct costs per ton mile.

Also, a developed ability through aircraft design or other means for expedited loading and unloading may simply move the bottleneck from the aircraft to other portions of the cargo processing procedure which stretches from airport arrival to aircraft departure—or in other instances simply demonstrate that the bottleneck is not the result of the loading characteristic of the airplane after all. All of this is not to say that ease of loading and unloading is not an important requirement for a successful commercial cargo aircraft. A requirement it is, an answer it is not.

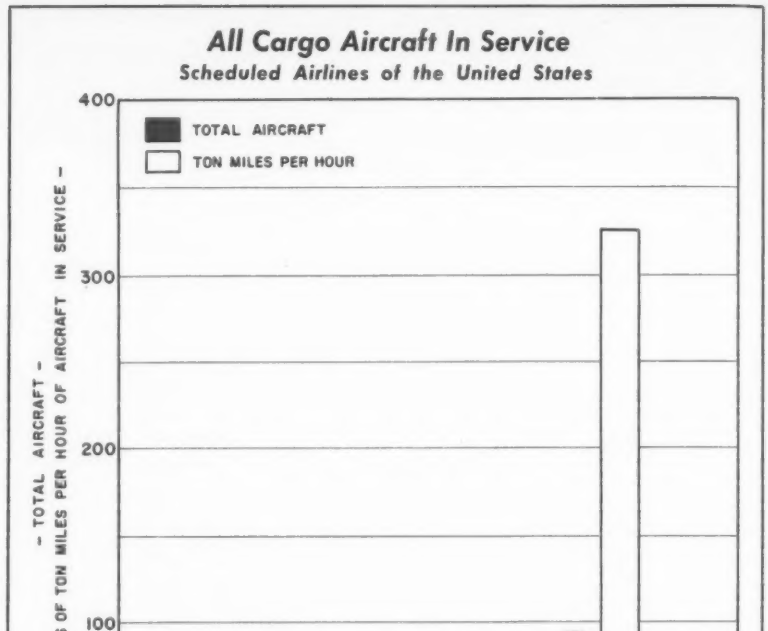
Airport Performance

Another important design consideration is with respect to airport performance of the aircraft. It is of interest to note that 80% of the operations for cargo flights of up to 999 miles are conducted off runways of 7400 feet length or greater, those flights of 1000-1999 miles from runways of 7800 feet length or greater, 2000-2999 miles from runways of 9800 feet length or greater and 3000-3999 miles from runways of 9400 feet length or greater.

The relatively short stage lengths of today's all cargo flights is an interesting characteristic of today's operations to be considered by the designer. About 52% of the approximately 1500 weekly departures are for destinations of 499 miles or less and 95% are for distances of 1999 miles or less. A measure of mileage rather than departures would place only slightly less emphasis on the short haul nature of today's cargo operations. It should be noted that 26 Super Constellations, 25 DC-7s, 16 DCAs, 10 DC 4s, plus 16 smaller twin engined aircraft are operating the 1500 flights.

On the matter of cargo densities, there has been relatively small analytical attention to this factor, undoubtedly because of the fact that every fuselage of aircraft currently in cargo service, or scheduled to go in the near future, was in large part designed with other than cargo service as a primary consideration.

Once the cargo services grow sufficiently to support exclusive cargo designs—and here we have the age old question of which comes first, the chicken or the egg—then we will undoubtedly see a great deal of attention focused on cargo densities, not just on an average basis, but on commodity areas where air shipping volumes are sufficiently high to support their own fuselage.



Currently, there is a substantial increase in the use of containers in many forms of transportation. The application of container or pallet loading must be approached cautiously with respect to aircraft because of the great significance of operating costs associated to any tare weight increase.

For example, a tare penalty of 2000 pounds per aircraft for containers represents a payload loss of more than 10 million ton miles for the ten year life of a 350 mph cargo plane—and the faster the plane the greater the loss.

It has been said that one of the advantages of operating air cargo services as compared to passenger services is that cargo cannot talk back. Literally speaking, this statement is true. Also, passengers find it difficult to accomplish their transportation requirements any way other than by air and therefore when things do not go right, they shout and scream in order to get things fixed. With respect to cargo, however, shippers will often simply shift shipment to other means of transportation when air services do not measure up to standards expected.

If a realistic measure could be made, it would probably be found that as much growth in commercial cargo volume would be achieved by establishment and maintenance of a superior standard of delivery performance, supported by positive traffic flow control procedures as would be achieved by a 25% reduction in rates.

Most factors which relate to customer standards in the air cargo field are not directly concerned with cargo aircraft design. The development of operation procedures to establish and maintain high service standards is a technical responsibility yet to be adequately accomplished in the air cargo field.

Now, before further expansion of cargo services, is the time to evolve a high service standard. The need for improvement is known by most users and operators of air cargo services.

Several examples might be given for the benefit of those who have not had occasion to fully assimilate the conditions from the customer as well as op-

erator viewpoints. We have chosen to give the answers to one of the questions concerning service performance received from nine airlines when they were querried on shipment accommodations. The inquiries were made through the published channels for seeking air cargo service. The specific question which led to the following nine answers was:

"Can we be sure of the arrival times you have quoted, as scheduling of arrival is important to the shipper." Answers were as follows:

1. No guarantee, but schedule has been running good.
2. Cannot guarantee service, but usual service pattern has been good.
3. Yes, providing shipment gets on departure flights.
4. Unable to be positive, but expect delivery next day in Chicago, second day in Los Angeles.
5. Can be assured of next morning delivery if reservation is made, but cannot guarantee 100%.
6. If reservation is made, will insure delivery next day; except from unforeseen problem.
7. No guarantee of cargo getting out the same day, except can count on getting on the flight the following morning.
8. Delivery can be expected during good weather season if reservation made.
9. Cannot guarantee delivery, but shipment would probably leave New York morning or afternoon the next day after pickup.

Air cargo represents a premium service insofar as the rates paid by shippers. There is an urgent requirement that improved quality of service attention to the shippers' needs be established and maintained.

"The New Look At Airfreight" is a speech delivered by Robert W. Prescott, president of The Flying Tiger Line, before a meeting of The Air Industries & Transport Association of Canada. Following are some excerpts from his talk.

It appears generally that you have about the same situation up here that we have in the States, which is not good. By that I mean that none of us has yet really done much about the potentials of the markets we are in. We perhaps have done a little more because we have some hungry all cargo operators down there who have had to hustle to stay alive. This is usually the driving force in creating any new industry. Our efforts have tended to spur those of the combination carriers. The result of this is that air freight is now 6.51% of total revenues in the States as compared to 4.1% up here.

The job of building this weight-lifting industry starts with the manufacture of the power plants. The break-through has started with the refinement of the turbine engines. Now that we can get two and more horsepower per pound out of these power plants and save the rest of the weight for cargo, we are on our way.

Having the plane and the power plant, our next big job is to devise a system that will take the greatest advantage of the machine. This problem is divided into three parts—(1) a proper ground-handling and loading system, (2) a proper tariff, and (3) selling the market.

We have convinced ourselves that eventually we can operate the CL-44 at a rate of 15 or 16 hours per day. The difference in your fixed costs between 8 hours and 16 hours' utilization on this plane is $162 an hour, or $972,000 per year on each airplane, so the high utilization is worth shooting for. To get it, we will need a loading system that is completely revolutionary. Where we take four

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hours to turn a Constellation around with a 40,000 pound payload, we intend to turn a CL-44 in less than 45 minutes. Canadair, with some help from us, has devised a system that will do it. It consists of pre-loaded, flexible pallets with intricate loading and handling tables.

A proper tariff structure, we have come to find, is the heart and key to the future of air freight. It will set both the volume and profitability of our operations. It has taken us fifteen years to learn this. I find from a casual perusal of your tariffs that you also have that bridge to cross if you are going to develop this market to its fullest potential.

Third, but certainly not least of the carriers' responsibility is to sell this package to the shipping public.

One of the most important ingredients to the growth of air freight sales in the future is the realization on the part of many manufacturers as to how air freight can reduce their total distribution costs. Many terms have been bandied about to describe this cost of total distribution such as landed costs, logistics, and other words and phrases of the management of material flows in the distribution channel. To avoid the stigmas and diverse impressions attached to such terms, a new word, broad enough to encompass all the areas of business activity and yet precise to the point of being exclusive in connotation, has been developed.

This word is "Rhochrematics," developed for the purpose of more adequately describing the area of costs involved in total distribution and first introduced by Professor Brewer of Washington University in May, 1960.

The broader unifying term "Rhochrematics" embraces all the areas of materials management and physical distribution. The elements included are purchasing, traffic, production, planning, inventory control, and other business functions.

Large companies like General Electric, Westinghouse, Sylvania, Du Pont, Radio Corporation of America, Raytheon and American Optical are spending substantial sums of money in exploring the area of distribution within their firms.

Using the "Rhochrematics" approach firms are finding that through the use of air freight they can eliminate much costly warehousing and handling—and what's more important, can radically reduce their working capital requirements by avoiding the necessity of maintaining large inventories both in the warehouses and in long surface pipelines.

CAB

Board Sifts Views On Lower Cargo Rates

Investigation appears imminent, present domestic rates could be revoked or modified

By DONALD J. FREDERICK

VIEWS OF INTERESTED PARTIES on minimum air freight rate regulations produced a wide range of opinion. The Civil Aeronautics Board solicited the views in an effort to determine whether to go ahead on a formal air freight rate investigation. Such action could lead to revocation or modification of current rates.

The Board's air freight rate probe was largely prompted by The Flying Tiger Line which has served notice with the Agency to expect a new set of low rates. The Tiger's tariff proposal is designed to compliment the introduction of the CL-44D turboprop air freighter.

Based on reaction to the present minimum rate orders, CAB must determine what to do.

Following is a summary of how the major segments of the air freight industry answered the Board's request for views.

The big combination carriers, with the exception of American Airlines, favored the *status quo* and held that an investigation of minimum cargo rate orders at the present time would be premature and inappropriate.

As sole dissenter, *American Airlines* took a stand favoring immediate revocation of minimum air freight rate orders without the formality of a public hearing. American castigated the rates "as a severe encroachment on the most delicate area of management expertise —the pricing of the services offered to the public."

Asking for the opportunity to experiment, American urged the Board not to let subordinates reject cargo tariff filings simply because they would set rates below the existing minimum rate order.

Delta Air Lines—took an opposite stand. The airline cautioned the Board to hold up on any investigation "until a reasonable amount of actual operating experience has been gained with new equipment." This was defined as a period of approximately one year following the introduction of new all cargo equipment into scheduled service.

Eastern Air Lines asked for deferral of any hearing until more experience has been obtained with present and proposed cargo equipment. EAL was under the general impression that directional commodity rates and other promotional charges have lowered the yield on air freight to the point where rates do not meet fully allocated costs.

National Airlines did not want the existing minimum freight rates tampered with, until the cost of operation on future turbine equipment could be determined.

Northwest Airlines opposed dropping the rates and argued against the merits of a hearing. "To go forward at this time," NWA said, "would constitute a determination of air freight levels on the basis of speculative efficiences and guesswork."

Trans World Airlines reasoned that any across the board reduction of rates would be extremely transitory and short lived. The carrier argued that hearings are not now warranted, and should only take place "when there are actual facts rather than future expectations, to be heard, tested and analyzed."

United Air Lines advised the Board to adopt a waiting policy on rates in these words: "Any revocation of rates would adversely affect the industry in this period of financial uncertainty." The carrier was equally dubious on the merits of a hearing. "The Board should not," UAL said, "undertake an investigation of air freight rates until the transition from piston aircraft to jet operations has reached the point where appropriate costs and traffic experience will be available to provide a sound foundation upon which to base a decision respecting air freight rates."

The all-cargo airlines split 2-1 over the issue of holding a minimum rate investigation. The Flying Tiger Line and Slick Airways encouraged the Board to go adead. Riddle Airlines was opposed.

The Flying Tiger Line hopes that a minimum rate case will be expedited. Tigers is of the opinion that the airlines must be allowed to drop rates below the existing minimum level. Any new tariff, FTL felt, should be geared to costs.

However, FTL shied away from an open rate situation and favored a policy which would give the board some control during the transition period. The plan, outlined by the all cargo airline, would establish a minimum rate floor of 13¢ per ton mile for the first 1000 ton miles on any one shipment. A rate of 10¢ per ton mile would be applied on all ton miles in excess of 1000 ton miles for any one shipment. The existing provision for below minimum rates would be continued

Riddle Airlines opposed an overall investigation. The Miami based cargo carrier did not believe that the cost picture, as it related to new equipment, was clear enough to afford a slash in rates.

As an alternative, Riddle suggested exploiting other means of lowering rates. The proposal was to cut air freight rates by relating them to other savings. As examples, Riddle cited lower rates for regular volume shippers and freight carried during off-peak hours.

Slick Airways argued that a new minimum rate regulation was needed to promote sound competitive practices and asked the Board to modify but not revoke the minimum rate order.

Slick told CAB that new traffic might be captured by limiting below minimum rates to weekend transportation. Special rates for perishables were also suggested as a means of gaining new traffic.

The air freight forwarders presented a united front in urging an immediate hearing. But several parted company over approaches to the rate problem.

The Air Freight Forwarders Association, stating the views of seven member forwarders, urged the Board to consider domestic rate levels and structures, including volume breaks and

commodity classifications. It was the association's position that: "The earlier evidence, data and views are obtained, evaluated and acted on, by the Board, the better for the development of the air freight industry and the public that utilize it."

Airborne Freight Corp. of San Francisco supported immediate hearings, and held that the only way to guarantee the fullest development of the industry was to maintain a minimum rate order system.

At the same time, Airborne specifically requested CAB to establish a "good effective and permanent mixed consignment rule to protect against uneconomic shifts in classifications."

Emery Air Freight Corp., noted that virtually all the conditions upon which the minimum rate orders were based had changed. In calling for a review of existing air freight rates, Emery stated its opposition to minimum rates because "they discourage initiative among competing carriers to equip themselves for maximum costs and rate reduction." The New York forwarder entered a public plea for a reasonably uniform pricing policy for air freight.

Jet Air Freight, a Los Angeles based forwarder, presented the Agency with concrete guidelines for lower air freight rates. The forwarder advised CAB that any new rate order should relate volume rates to the basic or less than 100 pound rates. Jet is also seeking greater rate differential between the several weight levels.

United Parcel Delivery Service Co. headquartered in Chicago, sided with the position taken by American Airlines by pushing for revocation of the minimum rate order. "Minimum rates," United Parcel said, "should be the exception not the rule. They run contrary to the whole competitive pattern not only of the American economy, but of the Federal Aviation Act itself."

In calling for the dip in rates, United Parcel took the position that lower tariffs would materially improve the opportunity to attract a significant portion of the one quarter billion packages now moving 600 miles or more by surface parcel post. The company asked for the chance to experiment with lower rates.

WTC Air Freight, a Los Angeles forwarder, thought the present rates should be modified downward to provide for minimum rates which are considerably lower than those now in existence.

Shippers were divided in their statements to the Board.

The *Paper Mate Pen Co.* and the *Society of American Florists and Ornamental Horticulturists* advised the Board to take its time before instituting a hearing on minimum rates. Both thought the Board should not modify present rates before the effect of new turbine equipment could be evaluated.

Contrasting views were endorsed by *Theodor Manufacturing Co.* and the *California Floral Traffic Conference.*

Theodor, a California manufacturer of ladies handbags, was anxious to secure a revision of directional rates in order to "eliminate the discriminatory phases of air freight."

The California Growers, anxious for a reopened rate case, were of the opinion that "rate adjustments are going to be necessary before any great increase in tonnage can be attracted by the airlines."

FTL Reveals Philosophy Of New Air Freight Tariff

A new air freight tariff which will abandon group classifications and spell out each commodity in readily definable terms is being constructed by the Flying Tiger Line. Tigers outlined the broad details of its long awaited tariff in a statement of position filed with the Civil Aeronautics Board in the Domestic Air Freight Rate Study.

Under the new tariff, which has not been finalized, all commodities will be given a density rating in accordance with average density per cubic foot of the space utilized by such commodity.

FTL said the idea is to make light commodities, which cause an airplane to "bulk out" before it "grosses out," pay for the space occupied and the weight lift potential displaced.

By the same token, heavy commodities would be accorded a rate in keeping with the space they occupy.

Commodities would fit into the following density scale:

In some instances, specific commodity rates will be filed to take precedence over the density rates. These specifics would take into consideration such factors as: perishability, shape, stowability, extra handling and costs of handling. The specific rates would be set in relation to the density rates.

The overall objective of the new Tiger tariff is to assess charges on commodities which are equitable in light of their shipping characteristics.

Tigers believes the new tariff will be equitable for all shippers and will result in an over-all lower rate structure.

Board Attaches Conditions To S&W Refinancing Plan

A breathing spell in which to effect a broad new refinancing plan has been granted Seaboard & Western Airlines by the Civil Aeronautics Board. Expressing deep concern over the possibility that Canadair, Ltd., a subsidiary of General Dynamics, might assume a control position in S&W, the Agency laid down certain stringent conditions which must be met by January 15, 1961.

Under the Board's terms, Seaboard must give the Board a detailed report

Density Rating (Wt. per cubic ft.) Rating	Range	Payload Maximum (lbs.)	Rate per T/m Carried	Rate per 100 lbs.	Revenue per cu. ft. (70% L.F.)
5	Over 20 lbs.	66,000[1]	.13	16.25	1.50
4	15-20 lbs.	66,000	.163	20.38	1.50
3	10-15 lbs.	62,500	.196	24.50	1.50
2	5-10 lbs.	37,500	.229	28.63	1.50
1	4- 5 lbs.	22,500	.381	47.63	1.50
1X	3- 4 lbs.	17,500	.490	61.25	1.50
1XX	1- 3 lbs.	10,000	.857	107.13	1.50

Flying Tigers Show How It Is Done . . .

DEVELOPED FOR illustrative purposes only, this tabulation does not show actual rates but does give an insight into the reasoning which will develop them. In this cart FTL makes the basic assumption that the airplane will travel 2500 miles loaded to 70% of capacity. The carrier also assumes that a volume of $1.50 per ft. is needed to recover all costs of operation plus a profit.

For example, FTL established a tariff for Rating 2 by dividing the total cost per trip, $7500, by 70% of the maximum payload in tons. Theory was that the bulk of the traffic fits into this category (5-10 pounds).

Based on this premise, Rating 2 (5-10 pounds per cu. ft.) was computed by taking total cost per trip $7500 and dividing by 70% of maximum payload in tons for a rate per ton mile figure.

For rating 5, (20 pounds and over per cu. ft.) the highest density rating, FTL assmued an average yield of 13¢ per ton mile. This return is no less than the minimum average ton mile return, and would attain the desired return per cubic ft. of available space.

Rates for density ratings 3 and 4 were set equi-distance between 2 and 5. The lighter density traffic in 1, 1X and 1XX was computed by taking the total cost of trip and dividing by 70% of maximum payload.

With the ton mile rates established over a broad range, FTL would work back from these rates to establish 100 pound and rates per pound for less than 100, as well as rates for volume breaks.

on the refinancing plan, including the names of the new debenture holders, the amount of money advanced by Seaboard stockholders, the interest in Seaboard held by Canadair, and "a biographical description of S&W's officers and directors."

The Board, which would normally have held an investigatory proceeding, waived the process in light of the airline's serious financial position. Said CAB: "We cannot fairly quarrel with the carrier's analysis of its current financial condition. Indeed the precarious state of S&W's economic health has been a substantial source of concern to the Board for some time, and we have been engaged in efforts to resolve the problem of destructive bidding for Military Air Transport traffic to which S&W, as well as others, have ascribed their current economic difficulties."

While waiving the hearing, the Board interjected a note of caution. It put S&W on notice that if the carrier's financial interest rests with parties having other substantial aeronautical interests, adequate measures must be taken to insulate the airline's management from their influence.

Said CAB: "In the particular situation before us, it is entirely consistent with a fair administration of the Act to allow these parties a reasonable time to straighten out their difficulties. However, it should be made plain that it is entirely a different matter to approve, under the guise of necessity, a relationship between an air carrier and a type of aeronautical enterprise which we have not heretofore found in the public interest."

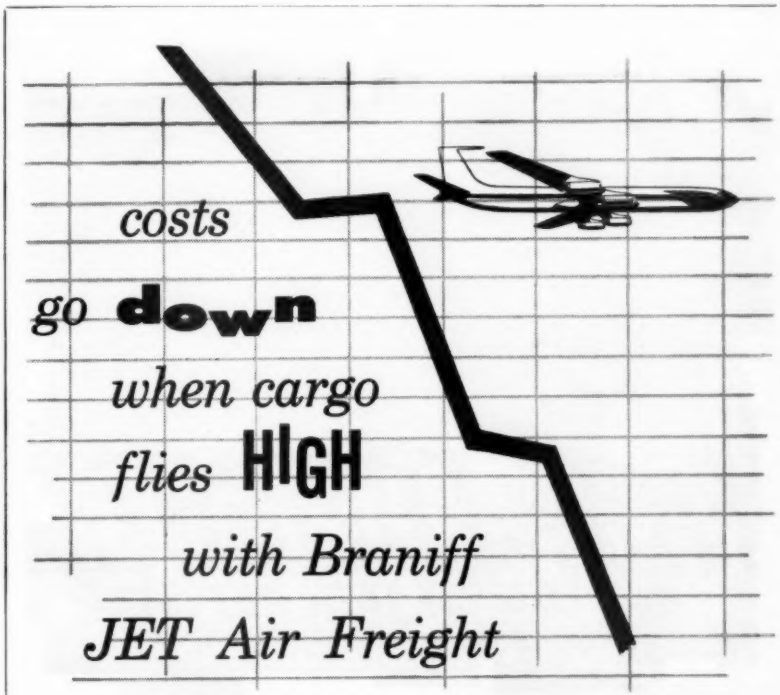
Kansas-Oklahoma Awards Voted By Board

The bulk of the route awards in the Civil Aeronautics Board's Kansas-Oklahoma Local Service Case went to Central Airlines. In addition, minor awards were authorized for Ozark Air Lines and Trans-Texas Airways, and four trunks—American, Braniff, Continental and Trans World airlines—were permitted to terminate service at a number of points in the area encompassed by the case.

Central Airlines was authorized to serve three major new segments between: (1) the terminal Ft. Smith, Ark., and the terminal St. Louis via the intermediate Fayetteville and Harrison, Ark.; (2) the terminal Kansas City and the terminal Denver via the intermediates Topeka, Manhattan/Junction City/Ft. Riley, Salina, Hayes, Goodland, Wichita, Hutchinson, Great Bend, Dodge City and Garden City, Kans., and Lamar, Pueblo, and Colorado Springs, Colo.; and (3) the terminal Kansas City and the alternate terminals Oklahoma City and Tulsa via the intermediate points Topeka, Independence/Coffeyville/Parsons, Kans., and Bartlesville, Okla.

The Board deleted Central's present segments 1 (Amarillo-Tulsa), 8 (Amarillo-Wichita), and 9 (Denver-Oklahoma City), but concurrently gave the airline a new segment between the terminal Amarillo and the alternate terminals Wichita, Denver, Oklahoma City and Tulsa via the intermediates Borger, Tex., Guymon, Okla., Liberal, Kans., Lamar, Pueblo and Colorado Springs, Colo., and Enid and Ponca City, Okla.

The Board amended Central's segment 2 (Tulsa-Ft. Worth) by redesignating the terminal Tulsa as an intermediate point and permanently extending the segment beyond Tulsa to the intermediate points Bartlesville and the terminal Wichita. Central's segment 4 (Tulsa-Oklahoma City) was also amended by redesignating the terminal Tulsa as an intermediate and permanently extending the segment beyond Tulsa via the intermediate points Joplin, Springfield and Ft. Leonard Wood, Mo. to the terminal St. Louis.



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In other findings, the Board authorized Central's renewal at Stillwater, Okla. and terminated the airline's service at Muskogee, Okla.

Ozark Air Lines was cleared to provide new service to Sedalia, Mo. At the same time, the airline was allowed to terminate service to Joplin, Springfield, and Wichita, on segment 5 (St. Louis-Wichita).

Trans-Texas Airways added Jonesboro, Ark., as an intermediate point between Little Rock and Memphis.

Trunklines were permitted to drop service at the following points: *Continental Airlines*, LaJunta, Pueblo, Dodge City, Garden City, Great Bend, Hutchinson, Manhattan-Junction City-Ft. Riley, Salina, Topeka, and Bartlesville; *American Airlines*, Joplin and Springfield, Mo.; *Braniff Airways*, Pueblo, Topeko and Joplin; and *Trans World Airlines*, Topeka.

Latin American Routes Get Military Mail Rate

A rate of 27.3¢ per ton mile for the airlift of non-airmail military mail flown over Latin American routes has been approved by Civil Aeronautics Board. The rate matches the ton-mile figure which the Board previously set across the Atlantic and Pacific.

CAB BRIEFS

National Airlines has been cleared to serve Marathon Shores, Florida on a flagstop basis until November 1, 1961.

Trans World Airlines has been authorized to suspend foreign air operations at Los Angeles and San Francisco until approximately April 1, 1961.

Trans Caribbean Airways has been temporarily exempted to operate three weekly round trip flights between San Juan, Puerto Rico and Aruba, Netherlands, until January 19, 1961.

Pan American World Airways has been permitted to continue suspension of service at Porto Alegere, Brazil, after December 31, 1960.

Air India has asked the Board for authority to include intermediate stops in Russia, Saudi Arabia, Aden Protectorate and Kenya on its route to the U.S.

American Airlines has been cleared to suspend service temporarily at Richmond, Va. for a two year period.

Trans World Airlines has been authorized to suspend service at Santa Fe, N.M. until ninety days after final decision in the Southwestern Area Local Service Case.

John C. Emery has received permission to act as president and a director of Emery Air Freight International, an overseas subsidiary, S.A. while serving in the same positions with Emery Air Freight Corp. Simultaneously, the Board said Emery could hold other offices and directorships in the two companies.

Compania Mexicana De Aviacion has been permitted to transfer its service at Chicago from Midway to O'Hare Airport. The Board stipulated that use of both airports on the same flights would be forbidden.

Riddle Airlines has been authorized to serve Boston, Mass. and Indianapolis, Ind. through the regular use of Logan International and Weir Cook Airports respectively.

Pan American World Airways has received permission to suspend service temporarily between Los Angeles/San Francisco, Calif. and Paris, France, until May 31, 1961.

Pan American Grace Airways has suspended service at Cuenca, Ecuador until September 1, 1962.

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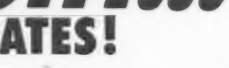

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IRISH INTERNATIONAL AIRLINES

CAB CALENDAR

DECEMBER

Dec. 5—**Wyoming-South Dakota-Chicago Air Investigation,** hearing, Washington, D.C., (Docket 11042 et al).

Dec. 6—**Resort Airlines, Suspension of Service and Transfer of Resort's Certificate to TRC,** hearing, tentative (Docket 11610 et al).

Dec. 13—**Florida-Mexico City Service Case, hearing, tentative** (Docket 2811 et al).

JANUARY

Jan. 3—**Reopened Erie-Detroit Investigation, hearing, tentative** (Docket 9181).

Jan. 5—**Ozark Air Lines, Chicago-St. Louis via Springfield or Peoria,** hearing, tentative (Docket 11482 et al).

Jan. 10—**Frontier Airlines, Segment 13 Case,** hearing, tentative (Docket 11129).

Jan. 25—**Southern Rocky Mountain Area Local Service Case,** hearing, tentative (Docket 5395 et al).

Carrier Round-Up

ALASKA AIRLINES and **CAPITAL AIRLINES** have signed agreements with the Railway Express Agency for handling shipments to and from communities without airport facilities. The pacts are identical to the agreements which REA has already signed with several other U.S. airlines.

POLFRACHT, the Polish state freight handling organization, has established an air cargo department. The new division has already contracted numerous charters to handle export freight shipments.

Under the new set up, Polfracht first asks **LOT,** the Polish flag carrier, to handle shipments but if the airline is unable to accommodate, bids from foreign airlines are solicited.

SHORT BROTHERS and **HARLAND** plan to fly the first of two prototype short haul Skyvan twin-engine freighters next June. The firm is building an initial order of 25 production aircraft for delivery starting in mid-1962.

Priced at around $150,000, Skyvan can carry a 1.5 ton payload 200 miles at 160 mph.

CAPITAL AIRLINES has set a January 8 target date for the inauguration of nonstop Boeing 707 jet service between Miami and Cleveland and Pittsburgh. Initial schedules call for two trips a day with Boeing jets leased from United Air Lines.

THE AIR TRANSPORT ASSOCIATION has filed a consolidated airline industry report which shows that air freight, in the second quarter, reached 154,957,000 ton miles, up 7.5% from the 144,086,000 ton miles recorded during the same quarter in 1959. Other figures show that mail was up from 43,252,000 ton miles in 1959 to 49,467,000 this year; non-priority mail increased to 4,855,000 ton miles from 4,270,000 ton miles; express rose to 14,115,000 ton miles from 13,417,000 ton miles and excess baggage totalled 13,261,000 ton miles, up from 12,988,000 ton miles.

ALLEGHENY AIRLINES, in September, carried 1,247,953 pounds of cargo for a company record. Air freight totaled 493,645 pounds and air express reached 754,116 pounds.

PAN AMERICAN WORLD AIRWAYS recently flew a 100,000 pound shipment of refrigerators to Port of Spain, Trinidad for Stephens and Todd, Ltd., distributors of Westinghouse appliances. The 375 home refrigerators equalled about ten full loads on Pan Am's all-cargo aircraft.

Meanwhile, in another development, PAA has increased DC-8 jet flights between Miami and Panama from eight to 14 a week.

SWISSAIR'S cargo sales section has been awarded an attractive diploma from the Society of Animal Lovers in Switzerland for showing "affection to animals in need of help."

BRITISH EUROPEAN AIRWAYS, under a new civil air agreement with Hungary, will extend its London-Prague route to Budapest next spring. The Hungarian airline, **Malev,** will conduct reciprocal operations from Budapest to London, probably via Brussels.

ALITALIA, early next year, plans to convert two DC-7Cs to DC7F freighters. The Italian airline is planning to offer a one-plane through freighter service from the U.S. to India via Italy.

UNITED AIR LINES has begun roundtrip DC-8 jet service between Denver and Seattle-Tacoma via Portland, Ore. The carrier has also started DC-8 jet service between Detroit, Chicago and New York.

SABENA BELGIAN AIRLINES, this month, begins service to Mexico City. The carrier will operate two weekly Boeing 707 jet flights between Brussels and Mexico City via Montreal. The service marks the first Sabena service to Latin America.

AMERICAN AIRLINES, in September, established a company record for air freight by flying 10,687,000 ton miles. Previous AA high was set in October 1959 when 10,247,000 ton miles were carried.

American also registered gains in first class mail, up 26% from September 1959 for a new monthly company record of 283,000 ton miles. Express climbed 7% to 1,104,000 ton miles.

BRANIFF AIRWAYS has started daily Lockheed Electra service over a new route between Mexico City and Kansas City and Minneapolis St. Paul.

BRITISH OVERSEAS AIRWAYS CORP., in fiscal 1959/60, increased

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ton mile capacity by 26% to 476 million and average cargo capacity by 5% to 9.4 tons over the previous fiscal year. Capacity sold averaged 5.3 tons for a 4% gain. Each item of freight travelled an average of 4222 miles.

BRITISH WEST INDIAN AIRWAYS, on December 11, will fly Britannia schedules six times a week between New York and Trinidad via Bermuda, Antigua and Barbados. On January 22, the airline will introduce daily Britannia service to Montego Bay and Kingston, replacing Viscount service.

CONTINENTAL AIRLINES, in September, flew 875,204 ton miles of cargo for a 70% increase over the 516,143 recorded during the same month last year.

In October, CAL continued the hot cargo pace with a 69% gain in cargo ton miles over the same month in 1959. October figures rose to 950,000 cargo ton miles and topped by 7% the September results.

AIR FRANCE reports sharp gains in eastbound transatlantic cargo traffic. During the third quarter, the carrier chalked up a 77% eastbound rise over the same period in 1959. Total cargo carried increased by 147,528 pounds. Air France attributed the climb to improved handling facilities, greater jet speeds, and the two-fold cargo capacity of the Boeing 707.

Meanwhile, Air France says it has doubled cargo capacity out of New York with a daily 10 a.m. Boeing 707 departure from New York to Paris. Commenting on the new flight, David W. Delaney, Eastern regional manager for Air France, said the new schedule would insure next day delivery in Paris.

Delaney continued: "This is another step in our continued drive to step up our air cargo service which has been going on since the inauguration of our all jet service in the early part of 1960 and will be a continuing drive in the field of cargo for 1961."

ALASKA AIRLINES will begin jet service next year with the Convair 880 jet. Scheduled for delivery in mid-spring 1961, the plane will be put into service between Seattle-Tacoma and Fairbanks and between Fairbanks and Anchorage.

EAGLE AIRWAYS (Bermuda and Bahamas) Ltd. has been granted authority to do business under the name **CUNARD EAGLE AIRWAYS.**

PAN AMERICAN-GRACE AIRWAYS has been allowed to halt flights to Cochabamba, Bolivia until the Bolivian government authorizes the airline to resume such services.

SILVER CITY AIRWAYS and **CHANNEL AIR BRIDGE,** two British airlines, are achieving such success with their car ferry operations, that they are planning to operate new routes from Britain to points deep inside France and Germany.

KLM ROYAL DUTCH AIRLINES has opened a new sales office in Newark, N.J. The new office, considered a branch of the airline's metropolitan sales office in New York, is located in Suite 721-722, Raymond-Commerce Building, 1180 Raymond Boulevard, Newark, N.J. Guilford Ross is cargo sales representative in the new office.

PAN AMERICAN WORLD AIRWAYS claims that it carried a record breaking total of more than 6000 tons of cargo across the Atlantic during the first nine months of the year. The total exceeded by 45.9% the volume carried during the same period in 1959.

In the nine month period this year, PAA's westbound cargo reached 6,631,460 pounds and eastbound jumped to 6,212,140 lbs.

Also, last month, Pan Am began direct all cargo flights between the U.S. and the Middle East. Three DC-7F cargo flights now leave New York's Idlewild Airport at 4 a.m., Tuesday, Thursday, and Saturday for Beirut, Lebanon.

THE FLYING TIGER LINE reports a net loss of $566,460 after taxes and special items in the quarter ending September 30. Revenues for the quarter totaled $6,104,279, compared to $8,339,878 recorded in the same quarter last year.

Robert W. Prescott, FTL's president attributed the decline to a "chaotic rate situation which has prevailed in the bidding on military contract business. This situation," he pointed out, "is being corrected by the government. For example, in October, our contract traffic was almost double that of September and is the highest since April."

CAPITAL AIRLINES designated November as cargo month. During the month, the airline conducted an intensified program to remind air travelers of the value and importance of air cargo while seeking to stimulate the firm's 1960 cargo revenue. Capital is hoping to hit six million dollars in cargo revenue this year.

RAILWAY EXPRESS AGENCY, INC., is using the new trade name **REA EXPRESS** to identify itself in the conduct of diversified domestic and international shipping and allied services. REA's president William B. Johnson explained: "The trade name will subordinate the formal corporate name except for requited legal usages. It is short, is expected to have popular public acceptance and use, and, properly, implies no service or operational limitations."

ALITALIA says cargo volume in October exceeded all previous company records. October volume topped the previous high set in March 1960 by 27.6% and exceeded October 1959 by 77%.

The carrier's cargo volume on flights from the U.S. and Canada, in the first 10 months of 1960 contributed a 61% increase in cargo over the same number of months last year.

TAI, a French independent airline, has consolidated all sales, reservations, public relations and other industry activities in this country with the Air France organization.

With the consolidation and discontinuation of TAI's former U.S. headquarters in Los Angeles, Francois Bouchet, who represented the company in the U.S. since 1959, has returned to Paris to become TAI's passenger service manager.

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PEOPLE

The Flying Tiger Line has reshuffled sales responsibilities in an effort to emphasize the campaign for development of eastbound air freight.

John Brannigan, eastern regional sales manager, was transferred to Burbank to assume the same duties for the western region. Brannigan relieved **George Zettler,** assistant to the general sales manager. Zettler will now work on special sales projects, such as the airline's household goods program.

Brannigan's slot at Newark was filled by **Joseph Ryan** who was advanced from district sales manager at Newark. **Walter Bowan** filled the vacancy created by Ryan's promotion.

Meanwhile the appointment of **Walter V. Peterson** as sales manager in charge of midwest group charter sales marks the expansion of FTL into the group charter business. Peterson left the post of assistant passenger traffic manager of the American Banner Lines. He will be headquartered in FTL's midwest international charter division which is located in the loop area of Chicago at 108 N. State Street.

Robert C. Lord has formed a new company called the Miami Gateway Corporation. Located at 30 Church Street, New York City, the firm is acting as general sales agent for airlines which specialize in air cargo service from Miami to Latin American countries. Phone number is WO-4-2474.

Shortly after the formation of Miami Gateway, SAM Airlines (Sociedad Aeronautica Medellin) of Colombia chose the new firm to represent it in New York City.

Henry Kluck has been appointed freight account representative for KLM Royal Dutch Airlines in Philadelphia. His previous post was freight manager of KLM's Bremen district.

Robert Ormiston has been named cargo sales representative for Air France in the New York Metropolitan area. He will be responsible for the development of air cargo business in a designated area of the city.

John A. Richards has been chosen by Pan American World Airways to edit a new magazine which will be directed to users of PAA's air cargo services. The publication will be distributed to shippers, cargo agents and freight forwarders.

Ray Carlisle, formerly Seattle district manager for Pacific Air Freight, has been moved to the international airfreight forwarder's midwest headquarters in Chicago with the same title. He was replaced at the firm's Seattle base by **Harry Sprague,** an 18 year veteran with the firm, and previously assistant district manager in Portland. **Stephen Friedel** filled the Portland vacancy created by Sprague's move. Friedel was formerly Pacific's dispatcher in Portland.

In a major administrative shake up, National Airlines has divided its organization into four geographical areas for closer coordination of field operations and to strengthen the airline's competitive position. Four area managers will direct a northern, southern, central east coast and western region.

Named to the new slots were: **Robert E. Wieland,** northern area; **Robert A. Roe,** southern; **Melvin Smith,** central east coast; and **Thomas A. Prevost,** western.

James D. Jenks has been appointed district sales manager for Bonanza Air Lines. He will be responsible for sales activities in San Diego and the adjacent California areas in addition to El Centro and the Imperial Valley.

Lee Gonzalez has been boosted to manager for Braniff Airways in Mexico. He will direct the carrier's new service to Mexico City which will be routed via Dallas and the San Antonio gateway. Simultaneously, Braniff announced the appointment of **Edmundo Perez** as district sales manager in Mexico City.

Ian L. S. Mackintosh has been promoted to Seattle sales representative by Alaska Airlines.

James W. Greene has joined Northwest Airlines as assistant director of tariffs. He was formerly a staff member of the Air Traffic Conference.

James G. Clements has joined the staff of Hackney-Airlift Associates, Inc. as cargo systems analyst. Clements has been dealing with air cargo handling systems and related matters for the past 15 years. He was particularly active in the evolution and application of military airlift programs.

JOHN BRANNIGAN

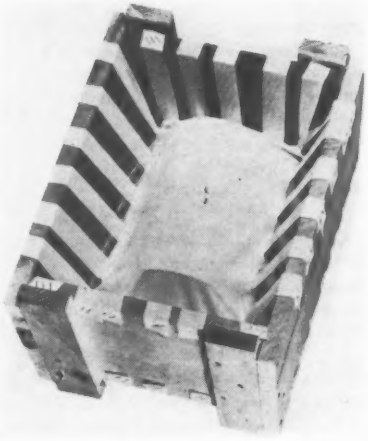
ROBERT C. LORD

HENRY KLUCK

New Products and Processes

Web Suspension Packaging Gives Protection At Low Cost

An entirely new suspension system for hard to pack objects has been introduced by Herculite Protective Fabrics. The system employs a simple interlacing which suspends an item in a web of fabric strips made from 18 ounce material (vinyl and nylon) called Herculite 80. The nylon is combined with two layers of polyvinyl chloride plastic forming the very strong, waterproof fabric. It offers a tensile strength as high as 332 pounds in the warp and 338 pounds in the fill. Tear strength of Heculite 80 in both directions exceeds 100 pounds.



The system also represents a considerable improvement through spreading the impact load more efficiently than traditional methods and materials, and it requires less space for the same or greater protection.

The assembly of the suspension is simple and can be adapted to a wide variety of containers. To use the system, the exterior container may be either rigid wood, fiberglass or metal. By interlacing the Herculite fingers and securing them to the walls of the container, the object is suspended and isolated from shock and vibration damage. Herculite fabrics are fire retardant and will not support combustion. The material can also be indelibly imprinted for identification purposes and may be color coded for quick identification.

For full information, write Herculite Protective Fabrics, 661 Fourth Street, Newark 7, N. J.

Instant Information From Magnetic Board

The Visual Magnetic Control System, developed by Methods Research Corp. can be used as an aid in controlling the "whereabouts" of truck equipment, dispatchers, traffic control managers and other transportation officials.

The new magnetic control board adds several advantages to visual control. It provides visual records that are more easily changed. The board has a duplicate number inserted in magnetic card holders. The card holder on the left always remains in place and includes a number and description. The smaller card holder is moved to the right to indicate the disposition.

Magnetic Control consists of a magnetic steel board which holds firmly on its surface, the visual elements that comprise the needs of the user. All of the magnetic elements are made of Alnico or Indox Magnets and are guaranteed for a lifetime of operation.

The standard size of the board is 24" x 36", but any size can be built to suit a particular job.

For additional information and illustrated brochure, contact Methods Research Corp., 105 Willow Avenue, Staten Island 5, New York.

Reusable Container For Aircraft Instruments

A new reusable shipping container for aircraft instruments has been developed by Bendix Radio Division. The container has an internal rack mount to which instruments can be attached. This rack mount is fastened to the container case by means of natural rubber shock absorbers. No dunnage or padding is needed.

The universal containers are made in four sizes depending on the width of the rack mount, or air transport rack (ATR). These sizes are: ¼, ½, ⅜ and full-ATR. Each of the four containers will accommodate the largest instrument in each ATR size. The container is made of lightweight vulcanized fibre with metal reinforcements. The chief advantage of the new vulcanized fibre reusable containers is that they accommodate a variety of instruments.

The containers are supplied to Bendix's specifications by the Kenneth Materials Handling Division of National Vulcanized Fibre Company.

For additional information, write National Vulcanized Fibre Company, 1060 Beech Street, Wilmington 99, Del.

Tuk-A-Way Lift Gate Stays Out Of Trouble

Tuk-A-Way electric hydraulic lifts are being manufactured by Maxon's Manufacturing Company. The lift tucks away for convenience; unfolds for use from under the bed of the truck. When tucked away, no hydraulic components hoses or rams are exposed to danger from the truck backing into any obstruction. The pitch of the platform can be adjusted easily from three adjusting points under the platform. It has a single control pump unit mounted high underneath body.

The Tuk-A-Way comes in three models. Model 23 has a capacity of 1,200 pounds. It is 23 inches across. Model 48, 1,200 pounds capacity, is 48 inches across, and model 48-2, 2,000 pounds capacity is also 48 inches across. All models are 24 inches deep. Each of the models will raise 50 inches high. Any of the models can be adapted for side loading.

For additional information, write Maxon's Manufacturing Company, P. O. Box 58184, Los Angeles, California.

Data Processing and Labels Ease Order Packing

A new system devised by Allen Hollander Company for use with an integrated data processing system promises substantial cuts in time and costs involved in order picking.

Developed for a large auto parts distributor, the system uses Hollander "ablestik," pin feed, pressure-sensitive labels to make it easy for warehouse clerks to fill orders and for customers to check incoming deliveries.

The auto parts firm, equipped with a data processing system for perpetual inventory and invoice preparation, uses prepunched item cards which are stored in tub files in the same sequence as merchandise is arranged in warehouse racks or bins.

Cards are pulled according to orders, stacked with master customer cards, and used to prepare invoices and picking tickets. The picking ticket, consisting

of a strip of "able-stik" pressure sensitive, pin feed labels which list the stock item, is printed in the same sequence as warehouse location.

After the order is picked, labels are affixed to individual parts to indicate their proper description. Since the labels go all the way to the customer, incoming stock is easily checked and stored.

The "able-stik" labels, while they adhere to clean, smooth, dry surfaces, can be readily removed without damage to the package or to the product.

For additional details on this system and a complete portfolio of other uses of data processing equipment, write to Allen Hollander Co., 385 Gerard Avenue, New York 51, N.Y.

Rayon Cord Strapping To Replace Metal Bands

An industrial packaging material has recently been introduced by American Viscose Corporation. Called Avistrap, it is made of high-tenacity rayon cord and weighs only 1/4 to 1/7 as much as steel strapping of comparable strength. The new strapping offers entirely new advantages for material handlings of all kinds, including air freight, in materials handling and industrial packaging departments. It reduces shipping costs—both for the weight of the strapping and because lighter cartons can be used. It can be imprinted with company or product name. The coils weigh approximately 21 pounds complete with disposable spool in yardage equal to a 100 pound coil of steel strap. There is no disposal hazard or expensive disposal procedure. Avistrap may be readily burned, or disposed of in the same manner as any other waste.

For additional information, write American Viscose Corporation, Industrial Packing Department, 1617 Pennsylvania Blvd., Philadelphia 3, Penna.

TECHNICAL LITERATURE

Adjustable Pressure Explained For Conveyors

The Rapids-Standard Company, manufacturers of Rapistan conveyors, casters, wheels and other materials handling equipment has recently published an eight page two color brochure, covering five types of horizontal conveyors.

Product and installation photographs show adjustable pressure conveyor in wheel and roller models, live-roller conveyors, belt-on roller conveyors, table conveyors and turntable conveyors. The turntable conveyor is used in conjunction with other conveyor equipment to make directional changes in mimimum floor space.

For copies of the bulletin, write The Rapids-Standard Company, Inc., 342 Rapistan Bldg., Grand Rapids 2, Michigan.

Raymond Offers Booklet On Pallet Handling

A handy digest size booklet describing pallets has been published by the Raymond Corporation. Titled "A B C of Pallet Handling," the booklet describes different types and explains their uses. It also describes how to estimate pallet requirements by floor-area, weight and unit methods. Instructions for loading pallets are given and loading patterns are illustrated.

The booklet is being distributed without charge through The Raymond Corporation, 13-184 Madison Street, Greene, New York.

Portable Belt Conveyors Described In Brochure

Portable belt conveyors are discussed in a new bulletin published by The Rapids-Standard Company. Released so that manufacturers, wholesalers and retailers will find suggestions for cutting overhead costs with the portable units, the bulletin illustrates various applications of the conveyor belts.

There are three types of portable conveyors illustrated in the bulletin. (1) a light weight aluminum unit, (2) a general duty unit and (3) a heavy duty unit. The conveyors themselves are pictured with specifications included.

For a copy of the brochure, contact The Rapids-Standard Company, Inc., 342 Rapistan Bldg., Grand Rapids, Michigan and ask for bulletin No. 300.

Truck Selection Brochure Weighs Many Values

Proper Truck Selection is the subject of a new eight page, two-color brochure published by the Automatic Transportation Company. It is the fifth

(When requesting information, please mention Air Cargo Magazine.)

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of a series of technical brochures designed to give the materials handling engineers information which they can retain as a ready reference to their everyday handling problems.

Case histories show how the wrong truck installed in different situations cause unproductive output and increased costs. The brocure contains five pages of application photographs to illustrate the importance of truck selection. Seven tips for choosing the right truck to fit each application are also listed.

A copy of the brochure may be obtained by writing the Automatic Transportation Company, 149 W. 87th Street, Chicago, Illinois.

Welded Tubular Steel Used For Hand Trucks

Harper Trucks, Inc. has announced a line of two-wheel industrial hand trucks, made in capacities of 400 pounds to 1,000 pounds. They are available with solid rubber wheels as well as pneumatic tired wheels. Series 1 trucks include three sizes that have expanded metal backs as a method of keeping small packages from falling out. Prices on series 1 range from $12.00 for 400 pound capacity to $15.75 for 500 pound capacity. Series 10 heavy duty trucks, range from $22.95 for 600 pound capacity to $34.50 for 1000 pound capacity. In all, 18 models are available.

All truck frames are of tubular welded steel design for lightweight and strength.

For additional information, write Harper Trucks, Inc., P. O. Box 33, Wichita 1, Kansas.

"Facts And Factors" Of Heavy Duty Trucks

Automatic Transportation Company's new 12 page booklet, pictorially describes the place of the heavy duty industrial lift truck. Entitled "Heavy Duty Trucks Facts and Factors," it is the fourth in a series of facts and factors booklets designed to show the proper use of industrial lift trucks.

Steel handling is illustrated from the operator-led, Transporter to the Elbolift with both fork and ram attachments, to the Skylift Giant with capacities to 100,000 pounds and special attachments to up-end coils up to 60,000 pounds.

The Heavy Duty Trucks Facts and Factors brochure is available from the Automatic Transportation Company, 149 West 87th Street, Chicago 21, Ill.

(When requesting information, please mention Air Cargo Magazine.)

ON THE DOCKET

DECEMBER

Conference On Industrial Opportunities in Puerto Rico, San Juan Intercontinental Hotel, San Juan, P.R., Nov. 29-Dec. 2.

Conference of General Traffic Managers, Transportation Center, Northwestern University, Evanston, Ill., Dec. 1-2.

Transportation Association of America Transportation Institute, Atlanta, Ga., Dec. 6.

Air Transport Association, Board of Directors Meeting, ATA Conference Room, Washington, D.C., Dec. 7.

Air Transport Association, Membership Meeting, Federal Room, Statler Hotel, Washington, D.C., Dec. 8.

Material Handling Institute, College Industry Committee on Material Handling Education, Industrial Truck Association, Association of Lift Truck and Portable Elevator Manufacturers, Monorail Manufacturers Association, Joint Industry Annual Meetings, Savory-Hilton Hotel, New York, N.Y., Dec. 11-14.

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Advertisers' Index

Airborne Freight Corp.	12
Air France	36
Atlantic Transfer Co.	10
Braniff International Airways, Inc.	27
British Overseas Airways Corp.	3
Capital Airlines, Inc.	6
Continental Air Lines, Inc.	18
Irish International Airlines	28
Lufthansa German Airlines	2
CMA—Mexicana de Aviacion	30
National Airlines, Inc.	23
North Central Airlines	34
Sabena Belgian World Airlines	35
Seaboard & Western Airlines, Inc.	6
Swissair	11, 21, 29
Trans Caribbean Airways, Inc.	33
Trans World Airlines, Inc.	4
United Air Lines, Inc.	1

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

TABLE OF CONTENTS

AIRCRAFT CHARTS—Dimensional limits per shipment .... G-17—G-25
AIRLINES DECODING G-48
AIRWAYBILL PREFIX NUMBERS G-48
ANIMALS (Carrier's Conditions of Acceptance) ..... G-26—G-28
CODES and SYMBOLS G-45
EMBARGOES G-16
FLIGHT SCHEDULES—DOMESTIC and INTERNATIONAL .. G-31—G-45
GREYHOUND (AIR-BUS-AIR) INTERCHANGE G-16
PICK UP and DELIVERY ..... G-2—G-15
MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds per square feet) G-46
MAXIMUM WEIGHT PER PIECE BY AIRCRAFT G-47
TELEPHONE NUMBERS (Air Freight Information) ..... G-2—G-15
UNUSUAL SHIPMENTS (Conditions of Acceptance) ..... G-29—G-30
U. S. A. and CANADIAN CITY DIRECTORY ..... G-2—G-15

See SEPTEMBER PART II FOR LISTINGS BELOW

AIRCRAFT CHARTS 63
AIR MAIL
U. S. – DOMESTIC AIR PARCEL POST 2
First Class Air Mail Rates 87
U. S. International Air Parcel Post 88
AIR EXPRESS 3
AIR FREIGHT 3
CONVERSION TABLES – Currency 8
Pounds to kilograms and kilograms to pounds 7
Kilogram rate to pound rate 6
CARRIERS TERMS
Acceptance of Live Animals and Unusual Shipments 24
Acceptance of Human Remains 25
Acceptance of Perishables 25
Acceptance of Unusual Shipments 25
DOCUMENTARY REQUIREMENTS (By Country) 10
INTERNATIONAL STATION DIRECTORY 35
RATES
Alaskan General Commodity 34
Minimum Charges (U. S. Domestic Scheduled Carriers) 34
Specific Commodity – Transatlantic 83
Transpacific 86
U. S. A. – Latin America 82
U. S. A. – Alaska General Commodity 34
U. S. A. Domestic General Commodity 26
World Wide General Commodity 72
Valuation Charges and Insurance (International) 5
RESTRICTED ARTICLES AND LABELS 22

U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

CARRIERS. The codes of carriers providing service for each city is designated. Each carrier provides express and freight service unless noted by
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted **without advance arrangement.**

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city **without advance arrangement.** HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by
A—available at airport and in city
C—available in city only.

CUSTOMS FACILITIES.
A—available at airport only
C—available in city only
AC—available in city and at airport
Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) RATES.

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ABERDEEN, N. C.	SOP			See Pinehurst, N. C.							
ABERDEEN, S. D.	ABR	NO	Baldwin 5-5463	3	200	C	A	MSP		No Service Available	
ABERDEEN, WASH.	HOM	WC	GEneral 8-6661	3	150	C	A	C		No Service Available	
ABILENE, TEXAS	ABI	CO	OR-3-2587	9,3	200	A	A	DAL	G	.40	1.00
ADA, OKLAHOMA	ADM	CN	FEderal 2-5787	3	200	C	C	DAL		No Service Available	
AINSWORTH, NEB.	ANW	FL	373	3	200			DEN		No Service Available	
AKRON, OHIO	CAK	AA	TYler 6-2315	9	250	C	A	AC		.65	1.75
		CA	TYler 6-2303	3,4	250	C	A	A		.65	1.75
		EA	TYler 6-2344	9,19	200	C	A	AC		.65	1.75
		FT	TYler 6-2353	Served Through Cleveland, Ohio						.65	1.75
		UA	CAnton 9-8141	6,5,10	400	C	A	AC		.65	1.75
ALAMAGORDO, N. M.	HMN	CO	HEmlock 7-5710	22	200	C	A	ELP		.50	1.10
ALAMOSA, COLO.	ALS	FL	JU-9-6311	3	200	C	A	DEN		No Service Available	
ALBANY, GA.	ABY	EA	HEmlock 2-0525	9,19	200	C	A	DHN		.45	.95
		SO	HEmlock 6-2418	3	100	C	A	DHN		.45	.95
ALBANY, N. Y.	ALB	AA	UNion 9-5321	9,5	500	C	C	AC	G	.60	1.40
		EA	UNion 9-5361	7,19,32	200	C	C	AC		.60	1.40
		FT	ALbany 4-8223	Served Through Newark, N. J.						.60	1.40
		MO	UNion 9-5339	9,3	200	C	C	AC		.60	1.40
		TW	UNion 9-5379	19	400	C	C	AC		.60	1.40
ALBANY, ORE.	CVO	WC	PLaza 3-4232	3	150	C	A	PDX		No Service Available	
ALBUQUERQUE, N. M.	ABQ	CO	CHapel 2-5219	3,22	200	A	A	ELP	G	.40	.85
		FL	CHapel 7-1473	3,9	200	A	A	ELP		.40	.85
		TW	3-1705	8,7	250	A	A	ELP		.40	.85
ALEXANDRIA, LA.	AEX	DL	4471	9	300	C	C	HTH		.75	1.50
		TT								.75	1.50
ALLENTOWN, PA.	ABE	EA	COngress 4-0597	19	200	A	A	PHL	G	.60	1.60
		TW	COngress 4-0597	19	400	A	A	PHL		.60	1.60
		UA	COngress 4-0512	6,10	400	A	A	PHL		.60	1.60
ALLIANCE, NEB.	AIA	FL	353	3	200	C	C	DEN		No Service Available	
ALPINE, TEX.	MRF	TT								No Service Available	
ALTOONA, PA.	AOO	AL	HO-5-2044	3	150	C		PIT	G	.55	1.75
AMARILLO, TEX.	AMA	BN	DRake 6-9373	9,5,32	500	C	C	DAL	G	.80	1.35
		CN	DRake 3-5830	3	200	C	C	DAL		.80	1.35
		CO	DRake 3-4326	22	200	C	C	DAL		.80	1.35
		TW	DRake 2-5517	8	250	C	C	DAL		.80	1.35
ANAHEIM, CALIF. Ⓔ	ANA	UA		20	200	C		LAX		Los Angeles Area	
ANCHORAGE, ALASKA	ANC	AS	2-0131	3,4	1000	A	A	AC		1.00	2.00
		CO Ⓕ		3		A	A	AC			
		NW	41661	10,15A,53B	2000	A	A	A		1.00	2.00
		PN	27511	16,4,8		A	A	AC		1.00	2.00
ANDERSON, S. C.	AND	EA	CA-4-0231	19,9	200	C	A	ATL	G	.35	.75
ANN ARBOR, MICH.	---			See Detroit, Mich.							
ANNETTE ISLAND, ALASKA	ANN	FAA	ADams 6-8238	6	1500						
ANNISTON, ALA.	ANB	SO	ADams 6-8238	3	100					No Service Available	
APPLE VALLEY	APV	BL	Apple Valley 7-7209	3	200		A	LAX		No Service Available	
APPLETON, WISC.	ATW	NO	REgent 9-1133	3	200					No Service Available	
ARCATA, CALIF.	ACV	PC	TErrace 9-1521	3,19,34						No Service Available	
ARDMORE, OKLA.	AFD	CN	141	3	200	C	C	DAL		No Service Available	
ASHEVILLE, N. C.	AVL	CA	2-0131	3	150	A	C	INT	G	.60	1.20
		DL	AL-2-7601	9	200	A	C	INT		.60	1.20
		PL	AL-2-5061	3	100	A	C	INT		.60	1.20
ASHLAND, KY.	HTW	EA	3-9476	19	200					Apply Huntington Rates	
		PT								Apply Huntington Rates	
ASHLAND, WISC.	ASK	NO	MUrdock 2-6659	3	200					No Service Available	
ASTORIA, ORE.	AST	WC	WAlnut 1-2551	3	150	C	A	PDX		No Service Available	
ATHENS, GA.	AHN	SO	IL-21264	3	100	C	A	ATL		.65	1.35
ATLANTA, GA.	ATL	CA	POplar 1-3811	3,22,8	250	A	A	C		.50	1.60
		DL	POplar 6-5315	9,5,10,8,19,1A,53A	6000	A	A	C		.50	1.60
		EA	767-7636	7,23,53A,10,19,52,9	4000	A	A	C		.50	1.60
		NW	POplar 7-9758	52	200	A	A	C		.50	1.60
		RD	POplar 6-2711	1	6000	A	A	C		.50	1.60
		SO	POplar 6-5321	3	200	A	A	C		.50	1.60
		TW	POplar 6-9655	7	250	A	A	C		.50	1.60
ATLANTIC CITY, N. J.	ACT	AL	Pleasantville 2458	3,19	150	A	A	PHL		.80	2.10
		EA	Pleasantville 2500	19	200	A	A	PHL		.80	2.10
AUBURN, ME.	LEW			See Lewiston, Me.							
AUGUSTA, GA.	AGS	DL	2-8814	9	300	C	A	ATL	G	.75	1.50
		EA	2-8814	19	200	C	A	ATL		.75	1.50
AUGUSTA, ME.	AUG	NE	Mayfair 4-1351	3	200	A	C	PWM		.50	1.00
AUSTIN, TEX.	AUS	BN	HO-5-5461	5,9	200	A	C	SAT	G	.50	1.25
		CO	HO-5-6515	3,22	200	A	C	SAT		.50	1.25
		TT	HO-5-6538	3	150	A	C	SAT		.50	1.25
BAIE COMEAU, P. Q.	YBC	QBA		3	400						
BAKER, ORE.	BKE	WC	JAckson 3-5744	3	150	C	C	PDX		No Service Available	
BAKERSFIELD, CALIF.	BFL	UA	EXport 9-2921	9	300	A	C	LAX	G	.40	.95
		PC	EXport 9-1771	3,19,34	200	A	C	LAX		.40	.95
BALTIMORE, MD.	BAL	AA	SAratoga 7-3210	9,15,36,5	6000	A	A	C	G	.75	1.60
		AL	SOuthfield 6-1010	3,9,19	150	A	A	C		.75	1.60
		CA	SAratoga 7-1063	4,22	250	A	A	C		.75	1.60
		DL	SOuthfield 6-2100	8	200	A	A	C		.75	1.60
		EA	SOuthfield 6-2244	19,10,32	200	A	A	C		.75	1.60
		NA	SOuthfield 1-0603	9,6,5	200	A	A	C		.75	1.60

(Continued on next page)

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
BALTIMORE, MD. (Concluded)	BAL	PAA	MU 5-1630	50.	600	A	A	C		.75	1.60
		TW	Southfield 1-1500	50.	400	A	A	C		.75	1.60
		UA	Southfield 1-0720	50,33,5	300	A	A	C		.75	1.60
BANGOR, ME.	BGR	NE	7314	3	200	A	A	C		.50	1.00
BAR HARBOR, ME.	BHB	NE Seasonal	Normandy 7-2572	3	200	C		C		No Service Available	
BARRE, VT.	MPV			See Montpelier, Vt.							
BARTLESVILLE, OKLA.	BVO	CO	FEderal 6-1471	3	200	C		MKC		.55	1.10
		CN	636	3	300	C	C	MKC		.55	1.10
BATON ROUGE, LA.	BTR	DL	Elgin 5-4491	9	300	C	C	C	G	.55	1.25
		EA	Elgin 5-4581	9	200	C	C	C		.55	1.25
		ED	Elgin 5-1488	3	100	C	C	C		.55	1.25
BATTLE CREEK, MICH.	BTL	NO	eOnkward 3-1541	3,9	200	A				.50	1.00
BAY CITY, MICH.	MBC			See Saginaw, Mich.							
BEAUFORT, N. C.	MRH		PA-8-4724	See Morehead City, N. C.							
BEATRICE, NEB.	BIZ	FL	CA-3-5212	3	200			OMA		No Service Available	
BEAUMONT, TEX.	BPT	DL	TE-8-5411	9	300	C	A	C	G	.55	1.50
		EA	TE-8-4572	3	200	C	A	C		.55	1.50
		FT	TE-8-1625	3	150	C	C	C		.55	1.50
BECKLEY, W. VA.	BKW	FT	Clifford 2-4516	3	100	C	C	CVG		No Service Available	
BEEVILLE, TEX.	BVI	TT	Flo-8-4721	3	150	C				No Service Available	
BELLEFONTE, PA.	BFR			See Philipsburg, Pa.							
BELLINGHAM, WASH.	BLI	WC	REgent 4-4800	3	150	C	C	AC		No Service Available	
BELOIT, WISC.	JVL	NO	eMerson 5-3473	3	200	C	C			No Service Available	
BEMIDJI, MINN.	BJI	NO	Plaza 1-5009	3	200	C	C			No Service Available	
BEND, ORE.	RDM	AA	Lincoln 4-2118	3	150	C	C	PDX		No Service Available	
BENTON HARBOR, MICH.	MRH	NO	WA 7-3181	3	200	C	C			No Service Available	
BERLIN, N. H.	BML	NE Seasonal	Milan 3011	3	200	A		LEM			
BERMUDA	BDA	EA	5951	7,13a	200			A			
		PAA	1-1650	7,50	600			A			
BETHLEHEM, PA.	ABE			See Allentown, Pa.							
BETHEL, ALAS.	---	AC								.35	.50
BIG SPRING, TEX.	BJC	CO	WAlnut 4-8971	3	200	C	C	SAT	G	.40	1.00
BILLINGS, MONT.	BIL	FL	Alpine 2-4468	3	200	A	A	GTF	G	.50	1.25
		NW	Alpine 2-4161	4,6,9	300	A	A	GTF		.50	1.25
		WA	Alpine 2-4161	3	200	A	A	GTF		.50	1.25
BILOXI, MISS.	---			See Gulfport, Miss.							
BINGHAMTON, N. Y.	BGM	SO	9-1542	19,	200	C	C	CVG	G	.40	.95
		ST	Binghamton 9-1991	19,	10000	C	C	CVG		.50	1.00
		WN	-436	9,3	200	C	C	CVG		.50	1.00
		YA	9-1971	19,	250	C	C	CVG		.50	1.00
BIRMINGHAM, ALA.	BHM	CA	eNorth 1-4192	3,22,5	250	A	A	C		.60	1.20
		DL	LYric 2-2665	9,3,	400	A	A	C		.60	1.20
		EA	eNorth 1-4031	7,9,13,22,32	200	A	A	C		.60	1.20
		ED	eNorth 1-4737	3	100	A	A	C		.60	1.20
BISMARK, N. D.	BIS	FI	CApitol 3-2271	3	200	A	A	MSP		No Service Available	
		NC	Capital 3-0660	3	200	A	A	MSP		No Service Available	
		NW	Capital 3-4400	3,9	200	A	A	MSP		No Service Available	
BLOOMINGTON, ILL.	BMI	SC	5-2940	3,9,	200					.45	1.25
BLOOMINGTON, IND.	BMG	SC	Valley 5-2611	3	200	C					
BLUEFIELD, W. VA.	BLF	ED	Davenport 3-4121	3	100	C		IND	G	.50	1.00
BLYTHE, CALIF.	BLH	BL	8--	3	200	C		SAN		No Service Available	
BOGALUSA, LA.	BGL									.40	1.00
BOISE, IDA.	BOI	FB	Boise 2-2361	3,6,9,	400	C	A	SPO	G	.40	1.00
		NC	Boise 2-2061	3	150	A	A	SEA		.40	.80
		SC	Boise 2-2061	3	200	C	A	SEA		No Service Available	
BORGER, TEX.	BGD	CN	Bluebay 3-2811	3	200	C		DAL		.75	1.50
BOSTON, MASS.	BOS	AA	Liberty 2-3470	3,9,15,18,22,32	6000	A	A	AC	G	.70	1.40
		BN	HUbbard 2-2000	3	550						
		AS	Lyons 7-2100	3,9,	150	A	A	AC		.70	1.40
		AF	COpley 7-5150	3,9,	200	A	A	AC		.70	1.40
		AZ	Liberty 2-4800	3,9	440	A	A	AC		.70	1.40
		BA		11,9,	1100	A	A	AC		.70	1.40
		BOAC			400						
		AA	LOgan 7-4400	3,10,32	200	A	A	AC		.55	1.50
		ST	LOgan 7-3141	3,9,	10000	A	A	AC		.55	1.25
		MO	T. Boston 7-4000	3,9,	200	A	A	AC		.75	1.50
		NA	LOgan 7-4000	3,9,	200	A	A	AC		.75	1.50
		NE	LOgan 7-4000	3,9,32	200	A	A	AC		.75	1.50
		PAN		3,9,	600	A	A	AC		.70	1.40
		TA	LIberty 2-4000	32,	300	A	A	AC		.70	1.40
		TW	Flight 7-7222	3,9,32	400	A	A	AC		.75	1.50
		UA	LOgan 7-4500	3,9,32,	6000	A	A	AC		.75	1.50
BOULDER CITY, NEV.	BVC			See Las Vegas, Nev.							
BOWLING GREEN, KY.	BWG	AS	Vi-6-1551	3,9,	200	A	A	DNA	G	.35	.50
BOZEMAN, MONT.	BZN	NW	Juniper 4-4404	3	200	C	C	GTF		No Service Available	
BRADENTON, FLA.	---			See Sarasota, Fla.							
BRADFORD, PA.	BFD	AS	2-4551	3,9,	150	C				.50	1.50
BRADY, TEX.	BBD	TT	3110	3	200	C				No Service Available	
BRAINERD, MINN.	BRD	NO	5511	3	200	C	C			No Service Available	
BRANFORD, CON.	BFD	TC	4228	3	600	C	C	C		.50	1.00
BRATTLEBORO, VT.	BVE										
BRIDGEPORT, CONN.	BDR	AL	DAvenport 6-3621	9,19,	150	A		C	G	.60	1.35
BRISTOL, VA.	TRI	SA	SOuth 2510	3	150	C	C	INT	G	.50	1.10
		TI	SOuth 4-2122	3	100	C	C	INT	G	.50	1.10
		SO	SOuth 4-3145	3	200	C	C	INT	G	.50	1.10
BROOKINGS, S. D.	BKX	NO	YOrtle 2-4423	3	200	A	C	OMA		No Service Available	
BROWNSVILLE, TEX.	BRO	NA	Lincoln 6-4221	9	200	A	A	AC		.35	.75
		EA	Lincoln 6-1696	3	200	A	A	AC		.35	.75
		TWA	5-1560	6	500	A	A	AC		.35	.75
BROWNWOOD, TEX.	BWD	TT	4882	3	150	C		DAL		No Service Available	
BRUNSWICK, GA.	BXT	DL	107	9	200	C	C	C	G	.40	.85
		EA	Melrose 3-1961	19,	200	C	C	C		.40	.85
BRYAN, TEX.	CLL	TO	VI-6-[illegible]	3	200	C	C	SAT	G	.55	1.10
BUFFALO, N. Y.	BUF	AA	Plaza 6371	9,3,15,18,32	6000	A	C	AC	G	.50	1.65
		AI	Spring 6700	3	150	A	C	AC		.50	1.65
		CA	Plaza 6371	3,9,32,	250	A	C	AC		.50	1.65
		FT	Plaza 3071	Served through CLE/BDM	10000	A	C	AC		.50	1.65
		LC	Spring 6700	3	200	A	C	AC			
		MO	Plaza 3306	9,3	200	A	C	AC		.50	1.65
BURBANK, CALIF.	BUR			See Los Angeles, Calif.							
BURLEY, IDA.	BYI	WC	EMerald 4-4400	3	150	A	A	GFT		No Service Available	
BURLINGTON, IOWA	BRL	GR	Plaza 4-4261	3,9,	200	A	C	PIA		.50	1.50
BURLINGTON, VT.	BTV	EA	4-4511	3	200	A	C	AC		No Service Available	
		NE	4-5511	3	200	A	C	AC		No Service Available	
BURNS, ORE.	RNO	WC	4101	3	150	C	C	PDX		No Service Available	
BUTTE, MONT.	BTM	NW	6489	4	200	A	A	GTF	G	.55	1.35
		WA	6489	3	200	A	A	GTF		.55	1.35
CALGARY, ALTA.	YYC	TC	Amherst 9-1391	3,7,8,13,22,32	1500	C	C	C		.50	1.00
		CF	Amherst 3-6970	3	200	C	C	C		.50	1.00
		WA	CRestview 4-0131	6	200	C	C	C		.50	1.00
		WC	CRestview 4-0701	3,	150	C	C	C		.50	1.00
CAMBRIDGE, MD.	EDN			See Easton, Md.							
CAMDEN, ARK.	CDH	TT	TE-8-5704	3	150	C				No Service Available	
CAMDEN, N. J.	PAL			See Philadelphia, Pa.							
CANTON, OHIO	CAK			See Akron, Ohio							
CAPE GIRARDEAU, MO.	CGI										

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
CAPE MAY, N. J.	WWD	AL		(Seasonal)							
CARLSBAD, N. M.	CNM	CO	TUxedo 5-2992	J	200	C	C	ELP		No Service Available	
CASPER, WYO.	CPR	FL	23 4-7135	J	200	C	C	DEN		.50	1.35
		WA	23 5-2721	9,6	200	C	C	DEN		.55	1.35
CASTLEGAR, B. C.	YCG	CP		9	200	C	C				
CEDAR CITY, UTAH.	CDC	BL	JUniper 6-9741	J,54	200	C	C	LAX		No Service Available	
CEDAR RAPIDS, IOWA.	CID	UA	EMpire 4-2481	9,6,5,10	400	C	C	OMA	G	.55	1.10
		OZ	EMpire 2-1103	J,54	200	C	C	OMA	G	.55	1.10
CHADRON, NEB.	CDR	FL	HE-2-2055	J	200	C	C	DEN		No Service Available	
CHAMPAIGN, ILL.	CMI	OZ	6-7271	J,54	200		A			.65	1.25
CHARLESTON, Ill.				See Mattoon, Ill.							
CHARLESTON, S. C.	CHS	DL	4-2567	9	200	A	C	C	G	.75	1.50
		EA	4-3311	19,9,10	200	A	C	C		.75	1.50
		NA		9,6	400	A	C	C		.75	1.50
CHARLESTON, W. VA.	CRW	AA	SHerwood 4-4256	DIckens 6-6204	9	500	A	A	CVG	G	.55	1.45
		CA	2-8007	J,22,8	250	A	A	CVG		.55	1.45
		EA		DIckens 6-0308	10,19	200	A	A	CVG	.55	1.45
		PI		DIckens 6-0691	J	100	A	A	CVG	.55	1.45
CHARLOTTE, N. C.	CLT	CA	EXpress 9-0773	J,22	150	A	A	INT	G	.50	1.25
		DL	EXpress 9-0487	9,8,1-A	4000	A	A	INT		.50	1.25
		EA	EXpress 9-3331	7,19,9,10,52	500	A	A	INT		.50	1.25
		PI	EXpress 9-3371	J	100	A	A	INT		.50	1.25
		SO	EXpress 9-7474	J	100	A	A	INT		.50	1.25
CHARLOTTETOWN	YYG	MAR	7761	J,3,4	500	A	A	A			
CHARLOTTESVILLE, VA.	CHO	PT	3-3158	J	100	C	C	DCA		.70	1.40
CHATTANOOGA, TENN.	CHA	BN	MA-2-3701	9	200	C	C	C	G	.65	1.30
		CA	9-3103	22,8	250	C	C	C		.65	1.30
		DL	OXford 8-7623	9	400	C	C	C		.65	1.30
		EA	MA-9-6101	19,9,7,52	200	C	C	C		.65	1.30
		SO	OXford 8-8519	3	200	C	C			.65	1.30
CHEBOYGAN, MICH.	PLN	CA	1499	J,4	150	C		C		.35	.75
CHEYENNE, WYO.	CYS	FL	2-0551	J	200	A	C	DEN	G	.60	1.25
		UA	7-7722		200	A	C	DEN		.60	1.25
		WA	63 8-8916	6	200	A	C	DEN		.60	1.25
CHICAGO, ILL. Midway Airport.	MDW	AA	LUdlow 1-1144	9,5,15,10,52	10000	A	A	AC	G	.70	1.75
		AF	STate 1-1250	7	200	A	A	AC		.70	1.75
		BN	POrtsmouth 7-5028	1,5,52	2000	A	A	AC		.70	1.75
		CA	POrtsmouth 7-2266	J,4,22	250	A	A	AC		.70	1.75
		CMA		9		A	A	AC			
		CO	GLadstone 5-6310	10,22	200	A	A	A		.70	1.75
		DL	POrtsmouth 7-1900	9,5,10,1-A	6000	A	A	AC		.70	1.75
		EA	LUdlow 1-0780	10,7,19,52,9,23	4000	A	A	AC		.70	1.75
		FT	POrtsmouth 7-8200	23	10000	A	A	AC		.70	1.75
		LC	POrtsmouth 7-5180	J	200	A	A	AC		.70	1.75
		LH	ANdover 3-6670			A	A	AC		.70	1.75
		NO	LUdlow 5-1020	3,9	200	A	A	AC		.70	1.75
		NW	RAndolph 6-9562	10,4,6,52,15	2000	A	A	AC		.70	1.75
		OZ	LUdlow 5-1952	J,54	200	A	A	AC		.70	1.75
		RD	LUdlow 2-4040	1	10000	A	A	AC		.70	1.75
		TC	RAndolph 6-3644	22	500	A	A	AC		.70	1.75
		TW	DEarborn 2-7666	8,7,19,23	7500	A	A	AC		.70	1.75
		UA	POrtsmouth 7-5100	9,5,15,10,6	6000	A	A	AC		1.00	2.00
O'HARE FIELD.	ORD	AA	GLadstone 5-4636	9,9,15,50,50c,52	6000	C	A	C	G	.70	1.75
		BA	DEarborn 2-7744	10	1100	C	A	C		.70	1.75
		BN	GLadstone 5-4310	50	500	C	A	C		.70	1.75
		CA	POrtsmouth 7-2266	J,4,22	250	C	A	C		.70	1.75
		CO	NAtional 5-5445	50	500	C	A	C		.70	1.75
		DL	NAtional 5-6602	9,53	300	C	A	C		.70	1.75
		EA	REliance 5-2211	19,52,93a	200	C	A	C		.70	1.75
		NO	LUdlow 5-1020	J	200	C	A	C		.70	1.75
		NW		93B	200						
		PAA	DEarborn 2-4924	50,15	600	C	A	C		.70	1.75
		TW	DEarborn 2-7666	8,19,50	400	C	A	C		.70	1.75
		UA	POrtsmouth 7-5100	9,5,10,6,53,50C	400	C	A	C		1.00	2.00
CHICO, CALIF.	CIC	PC	FIreside 2-4007	3,54	200	C	C	SFO		No Service Available	
CHISHOLM, MINN.	---			See Hibbing, Minn.							
CINCINNATI, OHIO.	CVG	AA	DIxie 1-5600	9,5,10,15,52	6000	C	C	C	G	.65	1.60
		DL	DIxie 1-5884	7,1A,9,10,1	6000	C	C	C		.65	1.60
		EA	DIxie 1-4300	9,10	200	C	C	C	G	.65	1.60
		LC	DIxie 1-4450	J	200	C	C	C	G		
		PI	GArfield 1-1315	J	100	C	C	C		.65	1.60
		TW	DIxie 8974	8,19	400	C	C	C		.65	1.60
CLARKSBURG, W. VA.	CKB	CA	VIctor 2-3531	J	150	C	C	PIT		.70	1.40
CLARKSTON, WASH.	LWS			See Lewiston, Idaho						No Service Available	
CLARKSVILLE, TENN.	CKV	OZ	IDlewood 9-5182	3,54	200					No Service Available	
CLEARFIELD, PA.	PSB			See Philipsburg, Pa.							
CLEARWATER, FLA.	PIE			See St. Petersburg, Fla.							
CLEVELAND, OHIO	CLE	AA	ORchard 1-5421	9,7,10,50C	600	A	A	AC	G	.85	1.95
		AL	TOwer 2-0216	J,19	150	A	A	AC		.85	1.95
		CA	CLearwater 1-0913	4,5,22	250	A	A	AC		.85	1.95
		EA	CLearwater 1-8870	9,7,19,52,10	200	A	A	AC		.85	1.95
		FT	WInton 1-5777	23	10000	A	A	AC		.85	1.95
		LC	CLearwater 2-5050	J	200	A	A	AC			
		NW	WInton 1-2442		200	A	A	AC		.85	1.95
		RD	CLearwater 2-4270	1	6000	A	A	AC		.85	1.95
		TC	SUperior 1-5595	22	400	A	A	AC		.85	1.95
		TW	WInton 1-9700	8,19	400	A	A	AC		.85	1.95
		UA	CLearwater 1-5200	9,5,15,6,10,50C	6000	A	A	AC		.85	1.95
CLINTON, IOWA	CWI	OZ	CHapel 3-2122	J,54	200	C				No Service Available	
CLINTONVILLE, WISC.	CLI	NO	VAlley 3-2210	J	200	C	C			No Service Available	
CLOVIS, N. M.	CVS	TO	PArter 3-6212	22	200	C	C	ELP		.40	.85
CODY, WYO.	COD	FL	58 7-4664	J	200			GTF		No Service Available	
COEUR D'ALENE, IDA.	COE	WC	MOhawk 4-5315	J	150	C	C	GEG		No Service Available	
COLLEGE STATION, TEX.	CLL			See Bryan, Tex.							
COLORADO SPRINGS, COLO.	COS	BN	MElrose 4-6121	9,5	200	A	C	DEN	G	No Service Available	
		CN	MElrose 5-1586	J	200	A	C	DEN	G	No Service Available	
		CO	MElrose 3-4688	3,22,10	200	A	C	DEN		No Service Available	
		OZ	GIbson 3-4173	J,54	200			A		No Service Available	
COLUMBIA, MO.	CBI	DL	4-3186	9	400	C	C	ATL	G	.50	1.10
COLUMBIA, S. C.	CAE	EA	6-1603	19	200	A	C	ATL		.50	1.10
COLUMBUS, GA.	CSG	DL	FAirfax 7-7428	9,3	400	C	A	ATL	G	.50	1.00
		EA	FAirfax 7-2625	19,9	200	C	A	ATL		.50	1.00
		SO	FAirfax 4-2493	J	200	C	A	ATL		.50	1.00
COLUMBUS, MISS.	UBS	SO	FAirfax 8-4900	J	100					No Service Available	
COLUMBUS, OHIO.	CMH	AA	BElmont 1-8277	9,8	600	A	C	C	G	.70	1.75
		DL		9	300	A	C	C			
		EA	BElmont 1-4529	8,9,10,8	200	A	C	C		.70	1.75
		LC	BElmont 7-5431	J	200	A	C	C			
		PI	BElmont 7-2585	J	100	A	C	C	G	.70	1.75
		TW	CApital 1-7866	8,7,19	400	A	C	C		.70	1.75
		UA	BElmont 7-3711	5,10	400	A	C	C		.70	1.75

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
CONCORD, N. H.	CON	NE	CApital 5-9531.	3	200	A	A	FWM		No Service Available	
COOS BAY, ORE.	OTH			See North Bend, Ore.						No Service Available	
CORBIN, KY.	LOZ			See London, Ky.							
CORDOVA, ALASKA	CDV	PN	15.	4,8						1.00	1.00
CORNING, N. Y.	ELM			See Elmira, N. Y.							
CORONA, CALIF.	CNF	LK		20.	200						
CORPUS CHRISTI, TEX.	CRP	BN		TU-3-8431	500	A	A	C	G	.50	1.00
		EA		TU-4-0331	200	A	A	C		.50	1.00
		TT		TU-2-7458	150	A	A	C		.50	1.00
CORTEZ, COLO.	CEZ	FL	LOgan 5-3423.	3	200	C		DEN		No Service Available	
CORVALIS, ORE.	CVO			See Albany, Ore.							
CRANBROOK, B. C.	YXC	CP	JU-6-4844	9	200	C	C			.25	.60
CRESCENT CITY, CALIF.	CEC	PC	Ingersoll 4-3221.	3,19,54	200	C	C	OTH		No Service Available	
CUT BANK, MONT.	CTB	WC	WE-8-4163	3	150	C	C	A		.35	.75
DALLAS, TEX.	DAL	AA	FLeetwood 7-7391.	9,5,15,10,52,50	10000	A	A	C	G	.45	1.25
		BN	FLeetwood 1-5522.	52,5,9,1,6,10,50.	(6000 Via DL Interchange) 2000	A	A	C		.55	1.40
		CO	FLeetwood 2-5601.	9,3	200	A	A	C		.55	1.40
		CN	FLeetwood 2-2609.	3	200	A	A	C		.55	1.40
		DL	FLeetwood 2-2631.	1a,5,10,8,53,22	6000	A	A	C		.55	1.40
		TT	FLeetwood 1-3334.	3	150	A	A	C		.55	1.40
DANVILLE, ILL.	DNV	LC ⊕	HIckory 6-4727.	3	200	C					
		OZ	2711.	3,54.	200					.60	1.25
DANVILLE, VA.	DAN	EA	7640.	19.	200	C	C	RIC	G	.55	1.10
		FT	SW-2-8571	3	100	C	C	RIC		.55	1.10
DAVENPORT, IOWA	MLI			See Moline, Ill.							
DAWSON CITY, Y. T.	YDA	CP	CPA	3	200		C	C		.25	.60
DAWSON CREEK, B. C.	YDC	CP	55.	6,9		C	C			.25	.60
DAYTON, OHIO	DAY	AA	Twin Oaks 8-5511.	9,5	500	C	A	C	G	.60	1.45
		DL	TWin Oaks 8-4841.	10,9.	300	C	A	C		.60	1.45
		LC ⊕	Twin Oaks 8-5857.	3	200	C	A	C			
		TW	HE-4053	8,7,19.	400	C	A	C		.60	1.45
		UA	TW-8-3692	5,10	400	C	A	C		.60	1.45
DAYTONA BEACH, FLA.	DAB	EA	CLinton 3-6541.	19,9,8,7,10	200	A	A	JAX	G	.70	1.50
		NA	CLinton 2-0566.	9,6	200	A	A	JAX		.70	1.50
DECATUR, ALA.	DCU	SO	ELgin 3-2690.	3	100					No Service Available	
DECATUR, ILL.	DEC	OZ	3-7741.	3,54.	200					.45	1.10
DELTA, COLO.	MTJ			See Montrose, Colo.							
DENISON, TEX.	SWI			See Sherman, Tex.							
DENVER, COLO.	DEN	BN	EAst 2-7761	5,9,52.	500	A	A	C	G	.55	1.30
		CN	DExter 3-4228	3	200	A	A	C		.55	1.30
		CO	EAst 2-7771	3,5,10,22,50.	200	A	A	C		.55	1.30
		FL	FLorida 5-3515.	3,9	200	A	A	C		.55	1.30
		TW	DUdley 8-1606	8,7	250	A	A	C		.55	1.30
		UA	DExter 3-7792	9,15,6,10,53,50c	6000	A	A	C		.65	1.50
		WA	EAst 2-1833	6	200	A	A	C		.55	1.30
DeRIDDER, LA.		TT								.50	1.00
DES MOINES, IOWA.	DSM	BN	CH-3-0711	9,5	500	A	A	OMA	G	.45	1.00
		OZ	ATlantic 8-3654	3,54.	200	A	A	OMA		.45	1.00
		UA	ATlantic 8-6711	9,6,10,5.	400	A	A	OMA		.55	1.25
DETROIT, MICH. (Willow Run).	YIP	CA	WOodward 3-8900	3,4,8,22.	250	A	A	AC		.65	1.75
		EA	LOgan 3-8400.	9,7,10,19,52.	200	A	A	AC		.65	1.75
		LC ⊕	HUnter 2-8481	3	200	A	A	AC			
		MO	HUnter 3-3410	9,3	200	A	A	AC		.65	1.75
		NO	HUnter 2-0620	3,9	200	A	A	AC		.65	1.75
		TW	WOodward 2-7272	8,19,7,50	400	A	A	AC		.65	1.75
		UA	HUnter 3-3440	6,15,10,53,50c.	6000	A	A	AC		.75	1.85
DETROIT (Metropolitan-Wayne County)	DTW	AA	HUnter 2-6890	9,5,15,10,52.50	6000	A	A	C	G	.65	1.75
		AL	WHitney 1-2900.	3,19.	150	A	A	AC		.65	1.75
		BOAC ⊕	WOodward 3-3435						G	.60	1.45
		DL	CRestwood 4-1500.	53,5,9.	400	A	A	C	G	.85	1.75
		FT	LOgan 2-9520.	23.	10000	C	A	AC		.65	1.75
		NW	LOgan 2-7110.	6,10,52,15.	2000	A	A	AC		.65	1.75
		PAA	WOodward 3-0800	50,15	600	A	A	AC		.60	1.55
		RD	CRestwood 8-1300.	1	6000	C	A	AC		.65	1.75
DEVILS LAKE, N. D.	DVL	NO	MOhawk 2-2721	3	200	C	C			No Service Available	
DICKINSON, N. D.	DIK	FL	22 4-5372	3	200	A	C	GFK		No Service Available	
DISNEYLAND, CALIF. ⊕		LK		20.	200						
DODGE CITY, KAN.	DDC	CO	HUnter 3-3321	3	200	C	C	MKC	G	.65	1.25
DOTHAN, ALA.	DHN	EA	3-1200.	19,9.	200	A	A	PFN	G	.55	1.10
		SO	SYcamore 2-2075	3	100	A	A	PFN		.55	1.10
DOUGLAS, ARIZ.	DUG	AA	EMpire 4-3437	5	250	C	C	AC	G	.35	.75
DOVER, OHIO ⊕	FHD	LC	New Philadelphia 4-2729.	3	200						
DUBOIS, PA.	PSB	AL	DAvis 8-2600.	3,19.	150	C		PHL		No Service Available	
DUBUQUE, IOWA	DBQ	OZ	3-9441.	3,54.	200	C	A			.65	1.50
DULUTH, MINN.	DLH	NO	RAndolph 2-6633	3,9	200	C	C			.70	1.50
DUNCAN, OKLA.	DUC	CN	ALpine 5-5800	3	200	A	C	DAL		No Service Available	
DURANGO, COLO.	DRO	FL	CHerry 7-2395	3,9	200	C	C	DEN		No Service Available	
DURHAM, N. C.	RDU	EA	3-9241.	7,8,19.	200	C	A	C	G	.70	1.50
		FT	91981	3	100	C	A	RDU-R	G		
EARLTON, ONT.	YXR	TC		22.	200	C	C			No Service Available	
EASTON, PA.	ABE			See Allentown, Pa.							
EAU CLAIRE, WISC.	EAU	NO	TEmple 4-1244	3,9	200					No Service Available	
EDINBURG, TEX.	MFE	TT	MU-6-3707	3	150	C				No Service Available	
EDMONTON, ALTA.	YXD	TC	28131	13,3,12,22,7A	1000	C	C	C		.50	1.00
		NW	55-2120	6	200	C	C	C		.50	1.00
		WA	29 9-7266	6	200	C	C	C		.50	1.00
		CP	554171.	1,3,9	1000	C	C	C		.50	1.00
EGLIN AIR FORCE BASE.	EPS	SO	25111	3	200					.75	1.50
EL CENTRO, CALIF.	IPL	BL	ELgin 2-4218.	3,54.	200	C	C	SAN		No Service Available	
EL DORADO, ARK.	ELD	TT	UN-3-7273	3	150	C		MEM		.50	1.00
ELIZABETH CITY, N. C.	ECG	CA	2396.	3	150	C	C	C		.40	1.00
ELKINS, W. VA.	EKN	AA	1100.	9	250	C		PIT		No Service Available	
ELKO, NEV.	EKO	UA	REpublic 8-5121	9	200	C	A	SFO		No Service Available	
ELMIRA, N. Y.	ELM	CA	9-3686.	3	150	C	C	SYR	G	.40	1.10
		MO	9-3656.	3	200	C	C	SYR		.40	1.10
EL PASO, TEX.	ELP	AA	PRospect 8-3301	5,10,52	600	A	C	AC	G	.50	1.25
		CO	PRospect 8-1951	3,5,6,22,10	400	A	C	AC		.50	1.25
		TT	3-1233.	3	150	A	C	AC		.50	1.25
ELY, NEV.	ELY	UA	AMhurst 4-4478.	9	200	C	A	SFO		No Service Available	
ENID, OKLA.	WDG	CN	ADams 4-5474.	3	200	C	C	MKC		No Service Available	
EPHRATA, WASH.	EPH	WC	SKyline 4-2522.	3	150		C	GEG		No Service Available	
ERIE, PA.	ERI	AL	3-1617.	3,19.	150	C	A	C	G	.40	1.10
		CA	3-1129.	3	250	C	A	C		.40	1.10
		LC ⊕	TEmple 8-2034	3	200	C	A	C			
		MO	3-7754.	9	200	C	A	C		.40	1.10
ESCANABA, MICH.	ESC	NO	STate 6-1362.	3	200	C	C			No Service Available	
EUGENE, ORE.	EUG	UA	DIamond 4-4221.	9	300	A	A	OTH	G	.45	.95
		WC	DIamond 5-8506.	3	150	A	A	OTH		.45	.95
EUREKA, CALIF.	ACV	PC	TErrace 9-1521.	3,19,54	200	C	C	C		No Service Available	

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
EVANSVILLE, IND.	EVV	DL	HArrison 4-4771	9	300	A	A	C	G	.55	1.60
		EA	HArrison 2-7880	9,19,10	200	A	A	C		.55	1.60
FAIRBANKS, ALASKA.	FAI	AS	4220.	3,9	1000					1.00	2.00
		NC									
		PAA	3262.	6,50.	600						
		CP									
FAIRMONT, MINN.	FRM	NO	2198.	3	200			MSP		No Service Available	
FALL RIVER, MASS.	FWB			See New Bedford, Mass.							
FARGO, N. D.	FAR	NO	ADams 2-3234.	3	200	A	A	MSP		No Service Available	
		NW	5-4277.	4,6	200	A	A	MSP		No Service Available	
FARMINGTON, N. M.	FMN	FL	Davis 5-0681.	3,9	200	C	C	DEN		No Service Available	
FAYETTEVILLE, ARK.	FYN	CN	HIllcrest 2-2506.	3	200		A	MKC		.45	1.00
FAYETTEVILLE, N. C.	FAY	NA	HEmlock 2-8197.	3	200	C	A	HDU	G	.55	1.00
		FI	HEmlock 2-4171.	3	100	A	A	HDU		.55	1.00
FITCHBURG, MASS.	FIT	NE	2-6785.	3	200	A	C	GMH		No Service Available	
FLAGSTAFF, ARIZ.	FLG	BL	PRospect 4-7373	3,54.	200	C		DUG		No Service Available	
		FL	PRospect 4-6601	3	200	C		DUG		No Service Available	
FLINT, MICH.	FNT	CA	CEdar 5-4037.	3,4,22.	250	C		YIP		.50	1.50
FLORENCE, ALA.	MSL			See Sheffield, Ala.					G		
FLORENCE, S. C.	FLO	EA	5255.	19.	200	C	A	CHS	G	.35	.75
FONTANA, CALIF.	FON	LX		20.	200					No Service Available	
FORESTVILLE, P. Q.	YFE	CP		1,3,6,9	400						
FORT CAMPBELL, KY.				See Clarksville, Tenn.							
FORT DODGE, IOWA	FOD	CG	5-0631.	3,54.	200					No Service Available	
FORT GOOD HOPE, N.W.T.		CP		1,3,6,9	200						
FORT LAUDERDALE, FLA.	FLL	NE	JAckson 4-8631.	6	200					.80	1.60
		EA	JAckson 3-8546.	7	200	C	A	MIA	A	.90	1.80
		NA	JAckson 4-2503.	6	200	C	A	AC		.90	1.80
		NW	JAckson 2-1486.	52.	200	C	A	AC		.80	1.60
FORT MYERS, FLA.	FMY	NA	WEstmore 6-2103	3,52.	400	C	C	TPA		.50	1.00
		ED	EDison 2-8061							.50	1.00
FORT NELSON, B. C.	YYE	CP	CPA	6,9	200		C	C			
FORT PIERCE, FLA.	FPR	ED-(Demand service).	Vero Beach 2345		6000					No Service Available	
FORT RILEY, KAN.	MHK			See Manhattan, Kan.							
FORT SILL, OKLA.	LAW			See Lawton, Okla.							
FORT SMITH, ARK.	FSM	BN	SUnset 3-5101	9	200	A	A	MEM		.40	.85
		CN	SUnset 2-3004	3	200	A	A	MEM		.40	.85
FORT STOCKTON, TEX.	FST	TT	157	3	150	C		ELP		No Service Available	
FORT ST. JOHN, B. C.	XYJ	CP	117	6,9	500		C				
FORT WAYNE, IND.	FWA	DL	HArrison 3352	9	200	A	C	TOL	G	.75	1.50
		TW	HArrison 2204	19.	400	A	C	TOL		.75	1.50
		UA	SHerwood 3133	9,6,5	400	A	C	TOL		.75	1.50
FORT WILLIAM, ONT.	YXT	TC	2-0641.	22.	400	C	C	C		.50	1.00
FORT WORTH, TEX.	ACF	AL	ATlas 4-2551.	7,9,10,50,52,53A.	600	A	A	DAL	G	.55	1.35
		BN	ATlas 4-3261.	9,5,10.	500	A	A	DAL		.55	1.35
		CO	ATlas 4-3861.	3,22.	200	A	A	DAL		.55	1.35
		CN	ATlas 4-2971.	3	200	A	A	DAL		.55	1.35
		DL	ATlas 4-6611.	7,9,10,53A.	400	A	A	DAL		.55	1.35
		TT	ATlas 4-3465.	3	150	A	A	DAL		.55	1.35
FRANKLIN, PA.	FKL	AL	IDlewood 2-3125	3	150	C				.50	1.50
FREDERICTON, N. B.	YFC	TC	6613.	22.	200	C	A	C		.50	1.00
FRESNO, CALIF.	FAT	TW	ADams 7-6174.	8	250	A	A	SFO	G	.60	1.50
		UA	Clinton 1-5522.	9	300	A	C	SFO		.60	1.50
FROBISHER BAY.		MAR.		1,3,4	500						
FULLERTON, CALIF.	FUL	LX		20.	200						
GADSDEN, ALA.	GAD	CO	LI-6-5285	3	100					.70	1.40
GAINESVILLE, FLA.	GNV	EA	FR-2-0481.	19.	200	A	A	JAX		.60	1.00
GALLUP, N. M.	GUP	FL	UNion 3-3312.	3	200	C	A	ELP		No Service Available	
GALVESTON, TEX.	GLS	TT	5-5062.	3	150					.50	1.00
GAMBELL, ALASKA.	GAM	AS		3	500						
GANDER, NFLD.	YQX	PAA	723	10.	600	C	C	A			
		KLM			10	C	C	A			
		MAR.	935	1,3,4	500	A	A	A			
		SK				C	C	A			
		SN		19.		C	C	A			
		SH	723	6	600	C	C	A			
		TC	913	13,7A,22.	500	C	C	A		.60	1.00
		TW	713	8,7	250	C	C	A		No Service Available	
GARDEN CITY, KAN.	GCK	CO	Bridge 6-5132	3	200	C	C	DEN		No Service Available	
GLADEWATER, TEX.	GGG			See Longview, Tex.							
GLASGOW, MONT.	GGW	FL	ACademy 8-2446.	3	200	C	C	GTF		No Service Available	
GLENDIVE, MONT.	GDV	FL	EMpire 5-3146	3	200	A	A	GTF		No Service Available	
GLENS FALLS, N. Y.	GFL	EA	3-2527.	19,8.	200	C	C	ALB		No Service Available	
		MO	2-1184.	3	200	C	C	ALB		No Service Available	
GOOSE BAY, LAB.	YYR	TC	TCA	13.	1000					No Service Available	
		MAR.	6-2121.								
GRAND CANYON, ARIZ.	VLE	BL	Valle 3	3	200					No Service Available	
GRAND FORKS, N. D.	GFK	NW	4-4629.	4,6	200	C	A	A		No Service Available	
		NO	2-1711.	3	200	A	A	A		No Service Available	
GRAND ISLAND, NEB.	GRI	FL	DUnes 2-750	3,9	200	A	C	DEN		No Service Available	
GRAND JUNCTION, COLO.	GJT	FL	CHapel 2-5879	3,9	200	C		DEN		.80	1.10
		UA	CHapel 3-3112	6	200	C		DEN		.80	1.10
GRANDE PRAIRIE, ALTA.	YQU	CP	2031.	9	200	C	C				
GRAND RAPIDS, MICH.	GRR	CA	CHerry 3-0108	3,4,22.	250	A	A	MKG	G	.55	1.35
		FT	CHerry 1-2221	Served through DTW						.65	1.25
		LC	CHerry 1-4477	3	200	A	A	MKG			
		NO	CHerry 1-2441	3	200	A	A	MKG		.55	1.35
GREAT BEND, KAN.	GBD	CO	GLadstone 3-4776	3	200	C	C			No Service Available	
GREAT FALLS, MONT.	GTF	NW	GLendale 3-6501	6,52.	300	A	A	AC	G	.55	1.00
		FL	GLendale 3-4844	3	200	A	A	AC		.55	1.00
		WA	GLendale 3-4755	6,9	200	A	A	AC		.55	1.00
		WC	GLendale 4-1396	3	150	A	A	AC		.55	1.00
GREEN BAY, WISC.	GRB	NO	HEmlock 5-9366.	3,9	200	C	C	C		.60	1.35
GREENSBORO, N. C.	GSO	CA	BRoadway 3-8646	3,22.	150	C	A	INT	G	.75	1.50
		EA	BRoadway 5-6688	19,8,7.	200	C	A	INT		.75	1.50
		FI	CY-9-2141	3	100	C	A	INT	G	.75	1.50
GREENVILLE, MISS.	GLH	SO	2-2612.	3	100	C				No Service Available	
GREENVILLE, S. C.	GRL	DL	CEdar 2-8213.	9	200	A	A	ATL	G	.40	.85
		EA	9-3061.	19,9,8,52,7	200	A	A	ATL		.40	.85
		SO	CEdar 3-0173.	3	100					.40	.85
GREENWOOD, MISS.	GRW	SO	GLadstone 3-1623.	3	100	A	A	MEM		No Service Available	
GREENWOOD, S. C.	GRD	SO	9-3191.	3	100					No Service Available	
GRINDSTONE		MAR.		1,3,6	500						
GULFPORT, MISS.	GPT	SO	UNiversity 4-2323	3	100	C	C	C		.55	1.10
GUYMON, OKLA.	GUY	CN	672	3	200					.50	1.00
GUNNISON, COLO.	GUC	FL	145	3	200	A	C	DEN		No Service Available	
HAGERSTOWN, MD.	HGR	AL	REgent 3-6700	3,19.	150	C			G	.50	.75
HAILEY, IDA.	SUN	WC	340	3	150			GEG			
HALIFAX, N. S.	YHZ	TC	2-7411.	13,22,7	1000	C	C	C		.50	1.00
		MAR.	6-2306.	1,3,4	500	A	A	A			
HAMILTON, ONT.	YHZ	TC		7,12,13,22,53				A		1.10	2.00
HAMPTON, VA.	PHF			See Newport News, Va.							
HANCOCK, MICH.				See Houghton, Mich.							
HANNIBAL, MO.	HNN			See Quincy, Ill.							
HARLINGEN, TEX.	HRL	TT	GA 3-4200	3	150			SAT		.50	1.00

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
HARRISBURG, PA.	HAR	AL	CEdar 8-9426	3,19	150	A	C	BAL	G	.40	1.35
		CA	CEdar 6-7995	3	400	A	C	BAL		.40	1.35
		TW	CEdar 4-3136	19	400	A	C	BAL		.40	1.35
HARRISON, ARK.	HRO	CN	EMpire 5-5475	3	200			STL		No Service Available	
HARRISONBURG, VA.	SHD	PI	Weyers Cave 2761	3	100	C	C	DCA		.70	1.40
HARTFORD, CONN.	BDL	AA	JAckson 2-6193	9,15,5,52	3000	A	C	C	G	No Service Available	
		AL	JAckson 2-6153	9	150	A	C	C		.65	1.25
		EA	JAckson 2-1854	19,8,10,7	200	A	C	C		.65	1.25
		FT	JAckson 2-3145	23	10000	A	C	C		.65	1.25
		NE	NAtional 2-4418	3	200	A	C	C		.65	1.25
		TW	NAtional 2-5581	8,19	400	A	C	C		.65	1.25
		UA	CHapel 9-1311	10,15,6	6000	A	C	C		.65	1.25
HASTINGS, NEB.	HSI	FL	2-2312	3	200			OMA		No Service Available	
HATTIESBURG, MISS.	HBG	SO	JUniper 2-1643	3	100	A	G	MSY		.50	1.00
HAWTHORNE, NEV.	HTH	BL	WIlson 5-3219	3	200	C	C	SFO		No Service Available	
HAY RIVER, N.W.T.	YHY	CP	GLadstone 5-4921	1,3,6,9	200						
		QEA		1,3,6,9							
HAZLETON, PA.	HZL	AL	GLadstone 5-4921	3	150					.50	1.25
HAVRE, MONT.	HVR	FL	26 5-7911	3	200	C	C	GTF		No Service Available	
HELENA, ARK.	HEE	TT	5-2577	3	150		A	MEM		No Service Available	
HELENA, MONT.	HLN	NW	HIckory 2-0012	4	200	A	A	GTF	G	.45	1.10
		WA	HIckory 2-8550	9	200	A	A	GTF		.45	1.10
HENDERSONVILLE, N. C.	AVL			See Asheville, N. C.						.45	1.10
HERRIN, ILL.	M&A			See Marion, Ill.							
HIBBING, MINN.	HIB	NO	AMherst 3-7847	3	200	C	C			.60	1.45
HICKORY, N. C.	HKY	FI	DI-5-3285	3	100	A	C	INT		No Service Available	
HIGH POINT, N. C.	GSO	CA	5411	See Greensboro, N. C.							
		EA	2-3346	See Greensboro, N. C.							
		FI	3778	See Greensboro, N. C.							
HOBBS, N. M.	HOB	CO	EXpress 3-5414	3	200	C		ELP		.60	1.25
HOLLOMAN AIR FORCE	ALM			See Alamagordo, N. M.							
HOMER, ALASKA	HOM	PN	22111	3						.75	1.00
HONOLULU, T. H.	HNL	NW	85256	538	200		C	AC		.65	1.25
		PAA	56-221	11,10,50,15	5000		C	AC			
		UA	HOnolulu 8-1811	53	200		C	C			
		HA	85911	11,10	600		C	C			
		JL	HOnolulu 8-1811	6,10	200		C	C			
HOPKINSVILLE, KY.				See Clarksville							
HOQUIAM, WASH.	HJM			See Aberdeen, Wash.							
HOT SPRINGS, ARK.	HOT	CN	NAtional 4-1284	3	200	A	C	MEM			
		DL	NAtional 3-1671	9	300	A	C	MEM		No Service Available	
		TT	NAtional 3-8501	3	150	A	C	MEM		No Service Available	
HOT SPRINGS, S. D.	HSR	FL	555	3	200	C	C	DEN		No Service Available	
HOUGHTON, MICH.	CMX	NO	63	3	200	C	C	C		No Service Available	
HOULTON, ME.	HUL	NE	2254	3	200	A	C	C		.55	.75
HOUSTON, TEX.	HOU	AA	MIssion 9-1457	9	250	A	A	C	G	.55	1.25
		BN	OLive 4-2686	9,5,52,6,10,50	500	A	A	C		.55	1.25
		CO	OLive 4-8531	5,6,3,10,22	400	A	A	C		.55	1.25
		DL	OLive 4-2646	9,10,19,53	400	A	A	C		.55	1.25
		EA	OLive 4-2661	9,10,7,52,23,53A	4000	A	A	C		.55	1.25
		KLM	CApitol 4-1701	10	550	A	A	C		.55	1.25
		NA	OLive 4-8564	52,10	400	A	A	C		.55	1.25
		PAA	CApitol 3-4131	6,2,15	5000	A	A	AC		.55	1.25
		TT	MIssion 9-1218	3	150	A	A	C		.50	1.25
HUNTINGTON, W. Va.	HTW	AL	3-1331	3,19	150	C	C	CVG	G	.50	1.60
		EA	3-9476	19	200	C	C	CVG		.50	1.60
		FT	GL-3-1356	3	100	C	C	CVG	G	.50	1.60
HUNTSVILLE, ALA.	HSV	CA	JEfferson 4-4583	3,22	150	A	A	BHM		.40	1.35
		EA	6680	19,9	200	A	A	BHM		.40	1.35
		SO	JEfferson 6-6383	3	200					.40	1.35
HURLEY, N. M.	SVC		53 8-3021	See Silver City, N. M.							
HURON, S. D.	HON	NO	Elgin 2-2910	3	200	A	C	MSP		No Service Available	
		WA	Elgin 2-8601	9	200	A	C	MSP		No Service Available	
HUTCHINSON, KAN.	HUT	CO	MO-2-6601	22,3	200	C	C	MKC	G	.55	1.25
HYANNIS, MASS.	HYA	NE	SPring 5-1800	3	200	A	A	EWB		No Service Available	
IDAHO FALLS, IDA.	IDA	FL	JAckson 3-3305	3	200	A	C	GTF		.45	1.10
		WC	JAckson 2-2695	3	150	A	C	GTF	G	.45	1.10
		WA	JAckson 2-8161	9,6	200	A	C	GTF		.45	1.10
IMPERIAL, NEB.	IML	FL	TU-2-4780	3	200			DEN			
INDIANAPOLIS, IND.	IND	AA	CHapel 1-2545	9,5,52	600	A	A	C	G	.55	1.50
		DL	CHapel 1-3333	9,19,5	400	A	A	C		.55	1.50
		EA	CHapel 4-9521	9,19,7,10	200	A	A	C		.55	1.50
		LC	CHapel 1-8201	3	200	A	A	C			
		OZ	MElrose 8-4909	3,54	200	A	A	C		.55	1.50
		TW	MElrose 4-3438	8,19,23	4000	A	A	C		.55	1.50
INT'L. FALLS, MINN.	INL	NO	ATlas 3-3871	3	200	C	C	C		No Service Available	
INYOKERN, CALIF.	IYK	PC	7-2271	3						No Service Available	
IOWA CITY, IOWA	IOW	OZ	8-3604	3,43	200	A	C	PIA		No Service Available	
IRON MOUNTAIN, MICH.	IMT	NO	2575	3	200	C	C			No Service Available	
IRONWOOD, MICH.	IWD	NO	741-W	3	200	C	C			No Service Available	
ISLIP, N.Y.	ISP	AL	OAkdale 9-7771	9	150						
ITHACA, N. Y.	ITH	MO	3351	9,3	200	C	C	SYR	G	.50	1.00
JACKSON, MICH.	JXN	NO	STate 9-6125	3	200	C	C			.50	1.00
JACKSON, MISS.	JAN	DL	20866	9,5,8	400	A	C	MSY		.35	1.35
		SO	28889	3	100	A	C	MSY		.35	1.35
		TT								.55	1.35
JACKSON, WYO.	JAC	FL	310	3	200	C	C	GTF	G	.65	1.25
JACKSONVILLE, FLA.	JAX	DL	Elgin 6-0484	3,8	400	A	A	C	G	.65	1.25
		EA	Elgin 6-5661	9,8,10,7,19,6	200	A	A	C		.65	1.25
		NA	Elgin 3-1586	9,3,6,52	400	A	A	C		.65	1.25
		NE	Elgin 5-6611	22	200	A	A	C		.65	1.25
		SO	Elgin 4-7833	3	200	A	A	C		.65	1.25
JAMESTOWN, N. Y.	JHW	AL	4118	3,19	150	C		BUF		.50	1.35
JAMESTOWN, N. D.	JMS	NW	199	4	200	C	A	MSP		No Service Available	
JANESVILLE, WISC.	JVL		PLeasant 4-5293	See Beloit, Wisc.						No Service Available	
JEFFERSON CITY, MO.	JEF	OZ	6-2350	3,54	200	C				.59	1.10
JOHNSON CITY, TENN.	TRI			See Bristol, Va.							
JOHNSTOWN, PA.	JST	AL	9-1144	3,19	150	C			G	.50	1.25
JOPLIN, MO.	JLN	AA	MAyfair 3-7085	9	250	A	C	MKC	G	.40	.85
		CN	MAyfair 3-2110	3	200	A	C	MKC		.40	.85
		OZ	MAyfair 3-1817	3,54	200	A	C	MKC		.40	.85
JUNEAU, ALASKA	JNU	AS						C			
		ES						C			
		PAA	6-1400	6	600			C			
		PN	6-1455	4,8,16				C		1.00	1.00
JUNCTION CITY, KAN.	MHK			See Manhattan, Kan.							
KALAMAZOO, MICH.	AZO	LC	FIreside 9-2669	3	200					.50	1.00
		NO	FIreside 9-2646	3	200	C	C			No Service Available	
KALISPELL, MONT.	FCA	WC	SK-6-5053	3	150	C	C	GRG			
KAMLOOPS, B. C.	LKA	CP	109	3	200	C	C	C			
KANAB, UTAH	BL	MIdway 4-5001	3	200							
KANSAS CITY, MO.	MKC	BN	GRand 1-4740	9,1,5,22,52	2000	A	A	AC	G	.70	1.60
		CO	GRand 1-3705	3,10,22,50	200	A	A	AC		.70	1.60
		CN	BAltimore 1-3955	3	200	A	A	AC		.70	1.60
		DL	GRand 1-7613	9	300	A	A	AC		.70	1.60

(Continued on next page)

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
KANSAS CITY, MO. (Concluded)	MKC	FL	VI-2-6252	3	200	A	A	C		.70	1.60
		OZ	GRand 1-6515	3,54	200	A	A	AC		.70	1.60
		TW	GRand 1-4400	50,7,19,23	4000	A	A	AC		.70	1.60
		UA	GRand 1-1133	10	200	A	A	AC		.70	1.60
KEARNEY, NEB.	EAR	FL	CE-6-2921	3	200			DEN			
KEENE, N. H.	EEN	MO	1910	3	100	C	C	BOS		.65	1.10
		NE	ELmwood 2-1030	3	200	C	C	BOS		.65	1.10
		GP	6025	3	200					.25	.85
KELOWNA, B. C.	YWK	PN	206	3	200					.75	1.00
KENAI, ALASKA	ENA			See Pasco, Wash.							
KENNEWICK, WASH.	PSC										
KERRVILLE, TEX.	ERV	TT	CL-7-4050	3	150	C		SAT		No Service Available	
KETCHIKAN, ALASKA	KTN	PAA	3131	6	600			A			
		PN	3138	8,16				A			
KETCHUM, IDA.	SUN	WC		See Hailey, Ida.	150			GEG			
KEY WEST, FLA.	EYW	WA	CYpress 6-5510	9	400	A	C	AC		No Service Available	
KILGORE, TEX.	GGG			See Longview							
KIMBERELY, B. C.	YXC	CP	LU-2-3511	9	200					No Service Available	
KING SALMON, ALASKA	AKN	PN	4	3	200					.60	1.00
KINGMAN, ARIZ.	IGM	BL	SKyline 3-3630	3	200	C	C	LAX		No Service Available	
KINGSPORT, TENN.	TRI	PI	CIrcle 6-4107	3	See Bristol						
		SO		See Bristol		A					
KINSTON, N. C.	ISO	PI	JAckson 3-5006	3	100	C	C	RDU		No Service Available	
KITIMAT, B. C.	YKI	CP	220	3,9	200			C		1.00	1.00
KLAMATH FALLS, ORE.	LMT	WC	TUxedo 2-4626	3	150	A	C	OTH		.55	1.50
KNOXVILLE, TENN.	TYS	AA	7-6266	9,5	500	C	C	CHA	G	.60	1.25
		CA	7-5521	3,22,8	250	C	C	CHA		.60	1.25
		DL	7-6661	9	400	C	C	CHA		.60	1.25
		PI	7-2571	3	100	C	C	CHA		.60	1.25
		SO	7-7561	3	200	C	C	CHA		.60	1.25
KODIAK, ALASKA	KDB	PN	4131	3						.75	1.00
KOKOMO, IND.	OKK	LC	GLadstone 2-3202	3	200	C					
KOTZEBUE, ALASKA	OTZ	AS		3	500						
LACONIA, N. H.	LCI	NE	2475	3	200	C		LWM		No Service Available	
LA CROSSE, WISC.	LSE	NO	4-5680	3	200	C	C			No Service Available	
LA FAYETTE, IND.	LAF	LC	RIverside 3-1841	3	200	C					
LAFAYETTE, LA.	LFT	EA	CE-5-8536	19,9	200	A		BTR	G	.55	1.10
		TT	CE-4-5252	3	150	A		BTR		.55	1.10
LA GRANDE, ORE.	LGD										
LA JUNTA, COLO.	LHX										
LAGUNA BEACH, CALIF.	SNA			See Santa Ana, Calif.							
LAKE CHARLES, LA.	LKC	EA	HE-6-3656	19,9	200	A	A	C	G	.55	1.35
		TT	HE-3-8511	3	150	A	A	C		.55	1.35
LAKELAND, FLA.	LAL	NA	MUtual 6-3129	9	200	C	C	TPA	G	.75	1.50
		RD	MUtual 3-5875							.75	1.50
LAKEVIEW, ORE.	LKV	WC	WH-7-2211	3	150	C	C	PDX		No Service Available	
LAKE PLACID, N. Y.	SLK	EA		19	200	C	C	MAL		No Service Available	
LAMAR, COLO.	LAA	CN	167	3	200			DEN			
LANCASTER, CAL.	WJF	PC	WHitehall 8-4611	19,54	200	LAX					
LANCASTER, PA.	LNS	AL	LOwell 9-0461	3,19	150	C			G	.55	1.35
		EA	LOwell 9-0446	19	200					.55	1.35
LAND O'LAKES, WISC.	LNL			Served through Rhinelander, Wisc.							
LANDER, WYO.	RIW			See Riverton, Wyo.							
LANSING, MICH.	LAN	CA	IVanhoe 3-2744	3,4,22	250	A	A	YIP	G	.55	1.35
		NO	IVanhoe 4-7467	3	200	A	A	YIP		.55	1.35
LARAMIE, WYO.	LAR	FL	FRanklin 5-5656	3	200	C	C	DEN		No Service Available	
LAREDO, TEX.	LRD	TT	3-3645	3	150	A	A	AC		.40	1.25
LAS VEGAS, NEV.	LAS	BL	DUdley 2-8811	3,54	200	C	C	LAX	G	.75	1.45
		PC	DUdley 2-2622	19,54	200	C	C	LAX		.75	1.45
		TW	DUdley 2-7306	8,7	250	C	C	LAX		.75	1.45
		UA	DUdley 2-0505	6,10,50c	200	C	C	LAX		.75	1.45
		WA	DUdley 2-2100	9,6,52	200	C	C	LAX		.75	1.45
LAUREL, MISS.	LUL	SO	3440	3	100					.60	1.20
LAWRENCE, MASS.	LWM	NE	MUrdock 3-3141	3	200	A	C	LWM		.35	.75
LAWTON, OKLA.	LAW	CO	Elgin 3-4512	3	200	C	A	DAL		No Service Available	
		CN	Elgin 3-8600	3	200	C		DAL		No Service Available	
LEMMON, S. D.		FL	50	3	200			GTF		No Service Available	
LETHBRIDGE, ALTA.	YQL	TC	FA-7-2711	3	300	C	C	C		.35	.75
LEWISTON, IDA.	LWS	WC	SHerwood 3-1545	3	150	A	C	GEG		No Service Available	
LEWISTON, ME.	LEW	NE	3-2033	3	200	C	C	PWM		.50	1.00
LEWISTOWN, MONT.	LWT	PL	KEystone 8-9621	3	200	C	C	GTF		No Service Available	
LEXINGTON, KY.	LEX	DL	4-5569	9,3	250	C	C	CVG	G	.65	1.60
		EA	4-5795	19	200	C	C	CVG		.65	1.60
		PI	51920	3	100	C	C	CVG	G	.65	1.60
LIBERAL, KAN.	LBL	CN	MAin 4-5671	3	200		A			No Service Available	
LIMA, OHIO	LIA	LC	CApital 5-0075	3	200						
LINCOLN, NEB.	LNK	BN								.50	1.10
		FL	HEmlock 2-5391	3,9	200	A	C	CMA		.50	1.10
LITTLE ROCK, ARK.	LIT	UA	HEmlock 5-4371	9,6,10,9	300	A	C	CMA		.55	1.25
		AA	FRanklin 4-9333	5,10,52	250	A	A	MEM	G	.45	1.10
		BN	FRanklin 2-0207	9	200	A	A	MEM		.45	1.10
		CN	FRanklin 4-6418	3	200	A	A	MEM		.45	1.10
		DL	FRanklin 4-2040	9	300	C	C	MEM		.45	1.10
		TT	FRanklin 4-6312	3	150	C	C	MEM		.45	1.10
LOGAN, UTAH.	LGU	WC	SKyline 2-5301	3	150	C	A	GTF		No Service Available	
LOGANSPORT, IND.				See Kokomo, Ind.							
LONDON, KY.	LOZ	PI	VO 4-2250	3	100			SDF		.35	.75
LONDON, ONT.	YXU	TC	2-3491	22	400	C	C	C		.50	1.00
LONG BEACH, CALIF.	LGB	LX		20	200	C	A	LAX			
		UA	HArrison 1-8214	9	200	A	A	LAX		.80	1.65
		WA	HArrison 1-8271	6	200	A	A	LAX		.80	1.65
LONGVIEW, TEX.	GGG	TT	MIchigan 3-2441	3	150	A	C	DAL		.50	1.35
LOS ANGELES, CALIF.	LAX	AA	MAdison 6-0201	5,15,10,50,50C,93A	10000	A	A	C	G	.90	1.65
		BL	SPring 6-2040	3,54	200	A	A	C		.90	1.65
		CO	SPring 6-2670	10,22,50	200	A	A	C		.90	1.65
		CMA	MAdison 6-8484	5		A	A	C			
		SK	ORegon 4-4300	10	1000	A	A	C		.75	1.55
		LX		20	200	A	A	C			
		PAA	MAdison 4-0192	10,50,15	5000	A	A	AC		.75	1.55
		PC	SPring 6-0440	3,19,54	200	A	A	C		.90	1.65
		SAS		5,6,10,9	1320						
		TW	MIchigan 9441	8,7,23,50	7500	A	A	C		.90	1.65
		UA	SPring 6-2000	9,5,6,10,15,93,50C	6000	A	A	C		.90	1.65
		WA	SPring 6-2508	6,52,50	200	A	A	C		.90	1.65
(Lockheed Air Terminal)											
	BUR	AA	MAdison 0201	5,15,10	6000	A	A	C	G	.90	1.65
		FTL	STanley 7-3411	23	10000	A	A	C		.85	1.55
		LX		20	200	A	A	C			
		PC	SPring 6-0440	3,19,54	200	A	A	C		.90	1.65
		UA	STanley 7-3780	5	300	A	A	C		.90	1.65
		WA	THornwall 2-2101	6	200	A	A	C		.90	1.65
LOUISVILLE, KY.	SDF	AA	EMerson 8-1666	9,5,52	500	A	A	C	G	.60	1.50
		AX								.60	1.50
		DL		5,9	300	A	A	C		.60	1.50
		EA	EMerson 8-1666	8,7,19,9	200	A	A	C		.60	1.50
		OE	EMerson 8-9955	3,54	200	A	A	C		.60	1.50
		PI	EMerson 8-3312	3	100	A	A	C	G	.60	1.50

(Continued on next page)

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
LOUISVILLE, KY. (Concluded)	SFO	T#	JUniper 3-5327	8,19	400	A	A	C		.60	1.50
LOVELL, WYO.	POY			See Powell, Wyo.							
LUBBOCK, TEX.	LBB	BN	PO-5-7428	9,5,52	200	A	A	DAL		.80	1.35
		CO	PO-3-4646	3,22	200	A	A	DAL		.80	1.35
		CN	PO-3-9457	3	200	A	A	DAL		.80	1.35
LUFKIN, TEX.	LFK	TT	3-4521	3	150	C		HOU		.50	1.00
LYNCHBURG, VA.	LYH	PI	Victor 6-6575	3	100	C	C	RIC	G	.75	1.75
MACON, GA.	MCN	DL	3-6731	9	250	C	C	ATL	G	.50	1.35
		EA	2-8701	19,9	200	C	C	ATL		.50	1.35
MADISON, WISC.	MSN	NO	CHerry 4-6201	3	100	A	A	MKE		.60	1.25
		NW	CHerry 9-4816	6,4,10	200	A	A	MKE		.60	1.25
		OZ	CHerry 9-6441	3,54	200	A	A	MKE		.60	1.25
MAGNOLIA, ARK.	AGO	TT	711	3	150	C	C	DAL		No Service Available	
MANCHESTER, N. H.	MHT	NE	NAtional 3-7201	3	200	C	C	BOS		No Service Available	
MANDAN, N. D.	BIS			See Bismark, N. D.							
MANHATTAN, KAN.	MHK	CO	FRospect 8-2152	3	200	C	C	MKC		No Service Available	
MANITOWOC, WISC.	MTW	NO	MUrray 4-5657	3	200	C	C			No Service Available	
MANKATO, MINN.	MKT	NO	3708	3	200	C	C			No Service Available	
MANSFIELD, OHIO ⊕	MFD	LC	LAfayette 4-7411	3	200						
MARFA, TEX.	MRF	TT	236	3	150	C		ELP		No Service Available	
MARIANNA, FLA.	MAI	NA	HUdson 2-2726	9	100	C	C	PFN	G	.50	1.00
MARIETTA, OHIO	PKB		DRake 5-6350	See Parkersburg, W. Va.							
MARINETTE, WISC.	MNM			See Menominee, Mich.							
MARION, ILL. ⊕	MNN	OZ	714	3,54	200	C				No Service Available	
MARION, IND. ⊕	MZZ	LC	ORleans 4-6585	3	200	C					
MARION, OHIO ⊕	MNN	LC	2-2575	3	200						
MARQUETTE, MICH.	MQT	NO	GRanite 5-4194	3	200	C	C			No Service Available	
MARSHALL, TEX.	ASL	TT	4-4336	3	150	C		DAL		.50	1.00
MARTHA'S VINEYARD, MASS.	MVY	NE	Vineyard Haven 1400	3	200	C	C	EWB		No Service Available	
MARYSVILLE, CALIF.	MYV	PC	SHerwood 3-5487	3	200	C	C	SFO		No Service Available	
MASON CITY, IOWA	MCW	OZ	1095	3,54	200	A		MSP		.55	1.50
MASSENA, N. Y.	MSS	EA	Rockwell 4-0505	19	200	C	C	A		No Service Available	
MATANE, P. Q.	YMQ	QBA		3	400						
MATTOON, ILL.	MTO	OZ	ADams 4-7100	3,54	200	C				No Service Available	
MAYO, Y. T.	YMA	CP	CPA	3	200		C				
MCALESTER, OKLA.	MLC	CN	GArden 3-4758	3	200	C	C	DAL		No Service Available	
MCALLEN, TEX.	MMK	TT	MU-6-3707	3	150			HOU		.50	1.00
MCCOOK, NEB.	MCK	FL	96	3	200			OMA		No Service Available	
MCGRATH, ALASKA ⊕	MCG	AS		3,4	1000					.35	.50
MEDFORD, ORE.	MFR	PC	GPring 2-6161	3,19	200	C	C	OTH		.55	1.60
		UA	SPring 3-6233	9	300	C	C	OTH		.55	1.60
		WC	SPring 2-7269	3	150	C	C	OTH		.55	1.60
MEDICINE HAT, ALTA	YXH	TC	JAckson 6-2605	3	200	C	C	C		.70	.75
MELBOURNE, FLA.	MLB	EA	765	19,9	200	A	C	FBI		.60	1.20
		NA	PArkway 3-6446	9	200	A	C	FBI		.60	1.20
MEMPHIS, TENN.	MEM	AA	WHitehall 8-3374	5,9,10,15,52	8000	A	A	C	G	.55	1.35
		BN	WHitehall 6-8395	9	200	A	A	C		.55	1.35
		CA	WHitehall 8-0393	22,9	250	A	A	C		.55	1.35
		DL	WHitehall 9-2606	9,15,19,1A,30	6000	A	A	C		.55	1.35
		EA	WHitehall 2-2489	8,19,9	200	A	A	C		.55	1.35
		SO	WHitehall 8-1440	3	200	A	A	C		.55	1.35
		TT	WHitehall 6-2535	3	150	A	A	C		.55	1.35
MENOMINEE, MICH.	MNM	UN	UNion 3-6677	3	200	C	C			No Service Available	
MERCED, CALIF.	MCE	UA	RAndolph 2-8011	9	200	C	C	SFO	G	.50	1.00
MERIDIAN, MISS.	MEI	DL	2-3141	9	300	A	C	BHM		.35	.75
		SO	5165	3	200	A	C	BHM		.35	.75
MEXICO CITY, D. F.	MEX	AA	22-12-22	5,15,10	600			A			
		EA	22-77-70	10	200			A			
		PAA	46-46-60	6,2	5000		A	A			
		WA	46-46-40	6	200			A			
		CMO	12-21-90	3,4,5,24			A	A			
		AERONAVES	18-50-40	4,5,8,9,14A			A	A			
		LACSA	46-46-60	9				A			
MIAMI, FLA.	MIA	Aviaco	NEwton 3-2491	4,8	660		A	A			
		BN	NEwton 4-1951	5,10,50	500	A	A	AC	G	.90	1.80
		BU	NEwton 4-4573	22	700	A	A	AC		.80	1.60
		CA		22	200					.90	1.80
		CU	TUxedo 7-4341	1,3,8,14A,22	20"	A	A	AC		.80	1.60
		DL	NEwton 5-2661	5,10,1-A,53	6000	A	A	AC		.90	1.80
		EA	NEwton 4-3571	19,7,23,5JA,10,19, 52,9	4000	A	A	AC		.90 .80	1.80 1.60
		Ghest		8	200						
		KLM	FRanklin 3-8455	5	550	A	A	AC		.80	1.60
		LACSA	NEwton 3-2491	1,9		A	A	AC		.90	1.80
		NA	TUxedo 5-2581	9,5,6,10,52,9,23	6000	A	A	AC		.90	1.80
		NE	NEwton 3-2431	4,22	200	A	A	AC		.90	1.80
		NW		52,53B	200					.90	1.80
		PAA	FRanklin 3-7383	4,6,10,50,15,53	10000	A	A	AC		.80	1.60
		RD	TUxedo 7-3501	1,15	10000	A	A	AC		.90	1.80
		HN	88-6743		10000	A	A	AC		.80	1.60
		TW	NEwton 3-6511	9,50	400	A	A	AC		.90	1.80
		VE			10000	A	A	AC		.80	1.60
		AVENSA		1,6		A	A	AC			
MIDLAND, TEX.	MAF	AA	MUtual 4-8281	9	250	C	C	ELP		.40	1.25
		CO	MUtual 2-1114	3,22	200	C	C	ELP		.40	1.25
MILES CITY, MONT.	MLS	FL	CEdar 2-1401	3	200	C	A	GTF		No Service Available	
MILWAUKEE, WISC.	MKE	AA	SHeridan 4-9855	9	250	A	A	C	G	.60	1.65
					(4,000 via MEM)						
		CA	SHeridan 4-3327	3,22	250	A	A	C		.60	1.65
		NA	HUmboldt 1-4600	7,10	200	A	A	C	G	.60	1.65
		FI	HUmboldt 3-5000	Served through MEM	10000	A	A	C		.60	1.65
		NO	HUmboldt 1-0500	3,9	200	A	A	C		.60	1.65
		NW	HUmboldt 3-0443	6,4,15,10,52	2000	A	A	C		.60	1.65
		OZ	HUmboldt 3-3210	3,54	200	A	A	C		.60	1.65
		UA	HUmboldt 1-3800	9,10,6	300	A	A	C		.60	1.65
			HUmboldt 1-3809								
MINNEAPOLIS, MINN.	MSP	BN	PArkway 4-8748	9,5,52	500	A	A	C	G	.55	1.30
		CA	PArkway 1-1831	22	150	A	A	C		.55	1.30
		EA	PArkway 1-5508	7,10,52	4000	A	A	C	G	.55	1.30
		FT	PArkway 9-8321	1	6000	A	A	C		.55	1.30
		NO	PArkway 2-8281	3,9	200	A	A	C		.55	1.30
		NW	PArkway 1-3567, Ext. 204	53B,4,6,10,15,52	2000	A	A	C		.55	1.30
		OZ	PArkway 1-4456	3,54	200	A	A	C		.55	1.30
		WA	PArkway 1-3383	9,6,52	200	A	A	C		.55	1.30
MINOT, N. D.	MOT	FL	TEmple 8-0225	3	200			MSP		No Service Available	
		NO	TEmple 2-8212	3	200			MSP		No Service Available	
MISSION, TEX.	MMK			See McAllen, Tex.							
MISSOULA, MONT.	MSO	NW	2-2471	4,6	200	C	A	GTF		No Service Available	
MITCHELL, S. D.	MHE	NO	WYman 6-8283	3	200	C	C			No Service Available	
MOAB, UTAH	MOK	FL	AL-3-6401	3	200	C	C	DEN			
MOBILE, ALA.	MOB	CA	GReenwood 9-6270	22	200	A	A	C	G	.55	1.60
		EA	GReenwood 9-1401	7,23,16,52	4000	A	A	C		.55	1.60
		NA	DIamond 2-3521	9	600	A	A	C		.55	1.60
		SO	DIamond 2-0733	3	100	A	A	C		.55	1.60

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
MODESTO, CALIF.	MOD	UA	LAmbert 3-3211	9	200	A	A	SFO		.50	1.25
MOLINE, ILL.	MLI	CZ	2-7591	3,54	200	A	C	PIA		.55	1.25
		UA	MOline 2-7701	9,6,10,9	400	A	C	PIA		.55	1.25
MONCTON, N. B.	YQM	TC	EV-4-9151	11,22A	1000	C	C	C		.50	1.00
		MAM	4-9181								
MONROE, LA.	MLU	DL	FA-3-5116	9	300	C	C	MSY		.60	1.20
		SO	FA-3-4601	3	200	C	C			.60	1.20
		TT				C	C			.60	1.20
MONT JOLI, P. Q.	YYY	QBA		3	400						
MONTE VISTA, COLO.	MVS			See Alamosa, Colo.							
MONTEREY, CALIF.	MRY	PC	FRontier 2-5871	3,19,54	200	A	C	SFO	G	.55	1.10
		UA	FRontier 5-3157	9	300	A	C	SFO		.55	1.10
MONTGOMERY, ALA.	MGM	DL	AM-4-7313	9	200	A	A	MSY	G	.40	.85
		EA	CHerry 7-7361	19,8,9	200	A	A	MSY		.40	.85
MONTPELIER, VT.	MPV	NE	CApitol 3-2395	3	200	C	C	BTV		No Service Available	
MONTREAL, QUE.	YUL	AF	UNiversity 6-8344	7	200	A	C	AC		.25	.75
		AZ	VIctor 2-6661	10,93	200	A	A	AZ		.45	1.00
		CF	UNiversity 6-2901	14A	500	A	AC	AC		.45	1.00
		EA	MElrose 1-3870	19,52,7	200	C	C	A		No Service Available	
		KLM	UNiversity 1-3411	7,10,19,23	10000	A	C	AC		.35	.75
		NE	MElrose 1-8591	22	200	C	C	A		.50	1.25
		SN									
		TC	HUnter 9-5781	12,13,7,22,53C	1500	A	A	A		.45	1.00
MONTROSE, COLO.	MTJ	FL	CHerry 9-4236	3	200	C	A	DEN		No Service Available	
MOREHEAD CITY, N. C.	MHH	PI	PA-8-4734	3	100	C	C	C		.25	.75
MORGANTOWN, W. VA.	MGW	CA	2-3301	3	150	C	C	PIT	G	.55	1.25
MOSCOW, IDA.	PUW			See Pullman, Wash.							
MOSES LAKE, WASH.	EPH			See Ephrata, Wash.							
MOULTRIE, GA.	MGR	SO	YU-5-4048	3	100	C				.75	1.50
MUNCIE, IND.	MIE	LC	ATlas 8-3629	3	200	C					
MUSKEGON, MICH.	MKG	CA	2-1870	3,4	250	A	C	C	G	.50	1.25
MUSKOGEE, OKLA.	MKO	CN	MUrray 7-5494	3	200	C	A	MKC		No Service Available	
MYRTLE BEACH, S. C.	MYR	PI	HIllcrest 8-6559	3	100	C		CHS		.45	.85
NANTUCKET, MASS.	ACK	NE	1140	3	200	C	C	EWB		No Service Available	
NASHVILLE, TENN.	BNA	AA	CHapel 2-6316	5,7,10,15,52	4500	A	A	C	G	.55	1.10
		BN	ALpine 5-5323	10,9	500	A	A	C		.55	1.10
		EA	ALpine 5-7412	9,19,10,7	200	A	A	C		.55	1.10
		OZ	CHapel 2-4363	3,54	200	A	A	C		.55	1.10
		SO	ALpine 4-0546	3	200	A	A	C		.55	1.10
		TW	ALpine 4-7726	7	250	A	A	C		.55	1.10
NATCHEZ, MISS.	HEZ	SO	6963	3	100	C				.75	1.50
NELSON, B. C.	YCG	CP		9	200					.25	.60
NEW BEDFORD, MASS.	EWB	NE	WYman 9-6441	3	200	A	C	C		.35	.75
NEW BERN, N. C.	EWN	NA	MElrose 7-5151	6	200	C	C	IMN		.55	1.10
		PI	MElrose 7-3972	3	100	A	C	IMN		.55	1.10
NEW HAVEN, CONN.	HVN	AL	HObart 7-1610	9,19	150	A	A	C		.55	1.25
		EA	HObart 7-6311	19	200	A	A	C		.55	1.25
NEW IBERIA, LA.	LFT			See Lafayette, La.							
NEW LONDON, CONN.	GON	AL	HIlltop 5-7405	19	150	C		C		.50	1.25
NEW ORLEANS, LA.	MSY	BN	LA-4-3411	3,5	200	C	A	AC		.55	1.25
		CA	KEnner 4-3500	22,8	200	C	A	AC		.55	1.25
		DL	KEnner 4-3658	9,14,5,10,53	6000	C	A	AC		.55	1.25
		EA	KEnner 4-3601	7,10,23,53A,52,9	4000	C	A	AC		.55	1.25
		NA	KEnner 4-3616	9,5,6,10,52	400	C	A	AC		.55	1.25
		PAA	JAckson 2-6391	2,6	2000	C	A	AC		.55	1.25
		SO	KEnner 7-0158	3	200	C	A	AC		.55	1.25
		TA	CAnal 8374	4	4500	C	A	AC		.55	1.25
		TT				C	A	AC		.55	1.25
		AVENSA		6		C	A	AC			
NEW PHILADELPHIA, OHIO	PHD	LC	4-2729	3	200						
NEW YORK, N. Y., or NEWARK, N. J. (La Guardia)	LGA	AA	HAvermeyer 4-7600	9,5,15,52	10000	A	A	AC	G	1.00	2.00
		CA	MItchell 2-3002	22,8	200	A	A	AC		1.00	2.00
		EA	NE-9-8200	7,8,16,19,52	500	A	A	AC		1.00	2.00
		NE	ILlinois 7-3000	9,3,6,22	200	A	A	AC		1.00	2.00
		NY	DEfender 5-6600, Ext 16	20,21	200	A	A	AC		1.00	2.00
		TW	OXford 5-4525	8,7,19	400	A	A	AC		1.00	2.00
		UA	ILlinois 8-4900	3,6	6000	A	A	AC		1.00	2.00
(Idlewild)	IDL	AA	HAvermeyer 4-7600	5,8,10,15,50,50s,52	6000	A	A	AC	G	1.00	2.00
		AET	OLympia 6-6160		550						
		AERONAVES	SY-6-7341	14A		A	A	AC			
		AF	OLympia 6-5800	7	200	A	A	AC		1.00	2.00
		AVIANCA	SY-6-7341	7	660	A	A	AC			
		AZ	JUdson 2-6500	10,53	440	A	A	AC		1.00	2.00
		BA	OLympia 6-5600	11,8	11100	A	A	AC			
		BN	OLympia 6-5243	50	500	A	A	AC		1.00	2.00
		CA	HAvermeyer 9-5340	22,8	200	A	A	AC		1.00	2.00
		Cubana		3,22,7	200						
		DL	OLympia 6-5822	8,10,53	200	A	A	AC		1.00	2.00
		EA	OLympia 6-5109	6,7,10,19,52,23,53A	4000	A	A	AC			
		LH	OLympia 6-5560	7		A	A	AC			
		LY	OLympia 6-5290	8	650	A	A	AC			
		KLM	WHitehall 4-3480	2,10,15,23,8,7	10000	A	A	AC		.55	1.75
		NA	OXford 7-8181	9,5,6,10,52,7,23	10,000	A	A	AC		1.00	2.00
		NE	OLympia 6-5398	9,3,6,22	200	A	A	AC		1.00	2.00
		NW	MUrrayhill 7-4680	6,10,19,52,53B	2000	A	A	AC		1.00	2.00
		NY	DEfender 5-6600	20,21	200	A	A	AC		1.00	2.00
		PAA	EX 2-5700	2,6,10,50,19	10000	A	A	AC		1.00	2.00
		RD	OLympia 6-5748	1,2,15	10000	A	A	AC		1.00	2.00
		SAB		14,9,5,19,10	440						
		SN	JUdson 6-1050	5,6,15	400	A	A	AC			
		SK	OLympia 7-8000	3,6,10	1000	A	A	AC			
		SR	PLaza 7-4433	2,6	6000	A	A	AC			
		TC	JUdson 6-3210	22A	500	A	A	AC		1.00	2.00
		TRC	OLympia 6-5997	4,6,2	4000	A	A	AC		1.00	2.00
		TW	OXford 5-4525	8,7,23,50	7500	A	A	AC		1.00	2.00
		UA	OLympia 6-5777	15,10,53,50s,5	6000	A	A	AC		1.00	2.00
(Newark)	EWR	AA	MArket 3-4062	9,5,15,10,52	6000	A	A	AC	G	1.00	2.00
		AL	MItchell 3-3888	3,19,9	150	A	A	AC		1.00	2.00
		BN	MArket 3-2041	10	200	A	A	AC		1.00	2.00
		CA	MItchell 2-3002	22,8	200	A	A	AC		1.00	2.00
		DL	MArket 3-3543	1-4,10	6000	A	A	AC		1.00	2.00
		EA	MItchell 3-8389	23,7,10,19,52	4000	A	A	AC		1.00	2.00
		FTL	MArket 4-3700	23	10000	A	A	AC		1.00	2.00
		MD	MItchell 2-0333	9,3	200	A	A	AC		1.00	2.00
		NA	MArket 4-1953	9,5,6,10,7	400	A	A	AC		1.00	2.00
		NW		6,10	200	A	A	AC		1.00	2.00
		NY	MItchell 2-8681	20,21	200	A	A	AC		1.00	2.00
		TW	MArket 3-5640	8,7,19	400	A	A	AC		1.00	2.00
		UA	MArket 2-2369	15,10,6,5	60000	A	A	AC		1.00	2.00
NEWCASTLE, WYO.	ECS	FL	SH-6-4421	3	200	C	D	DEN			

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
NEWPORT, VT.	EFK	NE Seasonal	1099.	3	200	C		C			
NEWPORT NEWS, VA.	PHF	CA.	WArwick 8-1141.	3,4	150	C	C	C	G	.55	1.35
		NA.	LYric 6-1571	5,6	200	C	C	C		.55	1.35
		FI.	LYric 6-3621.	3	100	C	C	C	G	.55	1.35
NIAGARA FALLS, N. Y.	IAG	AA.		Served through Buffalo N. Y.						.65	1.95
		CA.		Served through Buffalo N. Y.						.65	1.95
		MD.		Served through Buffalo N. Y.						.65	1.95
		AL.		Served through Buffalo N. Y.						.65	1.95
NOME, ALASKA	OME	ASA	Main 193.	3,4	1000					.90	1.00
NORFOLK, NEB.	OFK	FL.	FRontier 1-0431	3	200					No Service Available	
		NO.	FRontier 1-5600	3	200					No Service Available	
NORFOLK, VA.	ORF	CA.	LOwell 4-3101	3,4,22,5	250	A	C	C	G	.55	1.25
		NA.	Ulysses 3-4378.	5,6	400	A	C	C		.55	1.25
		FI.	Ulysses 3-4761.	3	100	A	C	C	G	.55	1.25
		RD.	LOwell 4-4938	1	6000	A	C	C		.55	1.25
NORTH BAY, ONT.	YYB	T.	3366.	22.	500	C	C	C		.50	1.00
NORTH BEND, ORE.	OTH	WC.	SKyline 9-1011.	3	150	A	A	C		No Service Available	
NORTH EAST CAPE, ALASKA @	OAC	AS.			500						
NORTH HOLLYWOOD, CALIF.@---		LX.		20.	200			LAX			
NORTH PLATTE, NEB.	LBF	FL.	LIncoln 3-3600	3,9	200	C		DEN		No Service Available	
NORWALK, CONN.		NY.		18.	200					No Service Available	
OAKLAND, CALIF.	OAK	WA.	LOckheven 8-9012	6	200	A	A	SFO		.80	1.70
OCALA, FLA.	OCA	EA.	MA-2-3207	19.	200	A	C	TPA	G	.35	.75
ODESSA, TEX.	MAF	AA.	FE-7-2561	5	250	C	C	ELP		.40	1.25
		CO.	FEderal 7-2771.	3,3	200	C	C	ELP		.40	1.25
OGDEN, UTAH	OGD	WC.	EXport 4-4533	3	150	C	A	DEN		.40	1.10
OGDENSBURG, N.Y.	OGS	MO.	1226.	3	200	C	C	C		No Service Available	
OIL CITY, PA.	FKL			See Franklin, Pa.							
OKLAHOMA CITY, OKLA.	OKC	AA.	MElrose 2-6379.	9,5,10.	600	A	A	DAL	G	.60	1.20
		BR.	MUtual 5-5113	9,5,52.	500	A	A	DAL		.60	1.20
		CO.	MUtual 5-7791	3,22.	200	A	A	DAL		.60	1.20
		CN.	MUtual 5-7744	3	200	A	A	DAL		.60	1.20
		TW.	MElrose 8-3377.	8	250	A	A	DAL		.60	1.20
OLYMPIA, WASH.	OLM	WC.	FLeetwood 6-4449.	3	150	C	A	C		No Service Available	
OMAHA, NEB.	OMA	BN.	WEbster 0682.	9,5	500	A	A	C	G	.55	1.25
		FI.	WEbster 8900.	3,9	200	A	A	C		.55	1.25
		NO.	Atlantic 9876	3,9	200	A	A	C		.55	1.25
		OZ.	HArney 7957	3,54.	200	A	A	C		.55	1.25
		UA.	WEbster 2429.	7,3,6,10,50.	400	A	A	C		.55	1.25
OMAK, WASH.	OMK	UC.	612	3	150	C	C	GEC		No Service Available	
ONTARIO, ORE.	ONO	WC.	TUcker 9-5632	3	150	C	C	GEG		No Service Available	
ONTARIO, CALIF.	ONT	BL.	Yukon 6-4724.	3,54.	200	C	C	LAX		.65	1.40
		WA.	YUkon 6-1113.	6	150	C		LAX		.60	1.40
ORANGE, CALIF. @	LX.			20.	200			LAX			
ORLANDO, FLA.	ORL	DL.	CHerry 1-6310	9,18.	4000					.60	1.20
		EX.	4-4524.	9,19,7,8,6,10	200	A	A	TPA	G	.60	1.20
		NA.	Garden 5-2696	3,10,23,52.	5000	A	A	TPA		.60	1.20
		RD.	Garden 5-2696	1	6000	A	A	TPA		.60	1.20
OSHKOSH, WIS.	OSH	NO.	HIverly 5-3105.	3,9	200	C	C			.65	1.25
OSSINING, N. Y.		NY.		20.	200			LGA		No Service Available	
OTTAWA, ONT.	YOW	EA.	TA 2-0475	7	200	C	C	AC			
		TC.	CEntral 2-9611.	22.	300	C	C	C		.50	1.00
OTTUMWA, IOWA	OTM	OZ.	MUrray 2-1660	3,54.	200	A	A	PIA		.50	1.00
OWENSBORO, KY.	OWB	EA.	MUrray 3-1585	19.	200	C	C	SDF		No Service Available	
		OZ.	MUrray 4-2976	3,54.	200	C	C	SDF		No Service Available	
OXNARD, CALIF.	OXR	FC.	HUnter 3-4614	19,54	200	C	C	LAX		No Service Available	
PADUCAH, KY.	PUK	DL.	31722	9	200	C	C	EVV		.55	1.85
		OZ.	3-6238.	3,54.	200	A	C	EVV		.55	1.85
PAGE, ARIZ.	PGA	BL.	Midway 9-2436	3	200						
PALATKA, FLA.	PLK	HD.		1 (Demand Service)	6000					No Service Available	
PALMDALE, CALIF.	PMD	PC.		See Lancaster, Cal.	200			LAX			
PALM SPRINGS-INDIO, CALIF.	PSP	WA.	FAirview 5-2709	6	200	C	C	SAN		No Service Available	
		BL.	FAirview 5-5053	3,54.	200	C	C	SAN		No Service Available	
PANAMA CITY, FLA.	PFN	NA.	POplar 3-9087	9	200	A	C	C	G	.80	1.10
		CO.	SUnset 5-6166	3	100					.80	1.10
PARIS, TEX.	PRX	CN.	JUnset 4-8535	3	200	C	A	DAL		.55	1.25
PARKERSBURG, W. VA.	PKB	AA.	HUdson 5-5542	9	250	C	C	PIT	G	.60	1.60
		AL.	HUdson 5-4541	3,19.	150	C	C	PIT		.60	1.60
		FI.	GArfield 8-6787	3	100	C	C	PIT		.60	1.60
PASCO, WASH.	PSC	WC.	LIberty 7-5547.	3	150	C	C	GEG		.50	1.50
PASO ROBLES, CALIF.	PRB	PC.	1700.	19,54	200	C	C	LAX			
PATERSON, N. J.	PNJ	NY.		20.	200			LGA		No Service Available	
PAWTUCKET, R. I.	GPZ	NE.	POplar 2-6230	3	200	A	C	PVD		No Service Available	
PAYETTE, IDA.	PYO			See Ontario, Ore.							
PEARL RIVER, N. Y.	PJR										
PECOS, TEX.	PEQ	TT.	HI-9-2738	3	150	C	A	ELP		No Service Available	
PENDLETON, ORE.	PDT	UA.	Cheatview 6-7211.	9,5,6	400	C	A	GEG		.45	.95
		WC.	Cheatview 6-2461.	3	150	C	A	GEG		.45	.95
PENSACOLA, FLA.	PNS	EA.	HEmlock 2-2314.	8,9	200	C	A	C	G	.50	.95
		NA.	HEmlock 2-5152.	9	400	C	A	C		.50	.95
PENTICTON, B. C.	YYF	CA.	2847.	9	200	C	C	C		.25	.60
PEORIA, ILL.	PIA	AA.	7-3555.	9	250	C	A	C		.50	1.45
		OZ.	7-3548.	3,54.	200	C	A	C		.50	1.45
PERU, IND.	OKK			See Kokomo, Ind.							
PHILADELPHIA, PA.	PHL	AA.	SAratoga 7-7977	9,5,15,52,10,50	6000	A	A	C	G	.60	1.55
		AL.	SAratoga 7-7979	3,19.	150	A	A	C		.60	1.25
		CA.	SAratoga 7-6009	3,4,22.	250	A	A	C		.60	1.55
		DL.	SAratoga 7-9912	9,10,1-A.	6000	A	A	C		.60	1.55
		EA.	SAratoga 9-2115	10,7,19,8	200	A	A	C		.60	1.55
		PT.	SAratoga 6-7100	Served through NYC/EWR	10000	A	A	C		.60	1.55
		NA.	SAratoga 6-2235	5,6,23,52	4000	A	A	C		.60	1.55
		NE.	SAratoga 4-0310	6,22.	200	A	A	C		.60	1.55
		PAA	LOcust 8-1360	50.	600	A	A	C		.60	1.55
		RD.	SArntoga 4-0332	1	6000	A	A	C		.60	1.55
		TW.	LOcust 8-3230	8,7,19,50,23.	4000	A	A	C		.60	1.55
		UA.	SAratoga 7-9234	5,19,6,10,53,50	6000	A	A	C		.60	1.55
PHILLIPSBURG, PA.	PSB	AL.	DIckens 2-1670.	3,19.	150	C		PHL		.75	1.70
PHOENIX, ARIZ.	PHX	AA.	ALpine 8-6761	5,10,50.	600	C	C	DUG	G	.55	1.40
		BL.	ALpine 8-8466	3,54.	200	C	C	DUG		.55	1.40
		FL.	BRidge 5-7521	3,9	200	C	C	DUG		.55	1.40
		TW.	BRidge 5-5487	8,7	250	C	C	DUG		.55	1.40
		WA.	BRidge 5-6271	6,52.	200	C	C	DUG		.55	1.40
PIERRE, S. D.	PIR	NO.	CApitol 4-5846.	3	200	C	C	OMA		No Service Available	
		WA.	CApitol 4-7372	9,6	200	C	C	OMA		No Service Available	

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
PINE BLUFF, ARK.	PBF	TT.	JE-4-8612.	3	150	C		MEM		.50	1.00
PINEHURST, N. C.	SOP	AI.	Sou. Pines 2-8941	3	100	C	C	RDU		1.00	1.00
PITTSBURG, KAN.	PTS	OZ.	3600.	3,54.	200	C				No Service Available	
PITTSBURGH, PA.	PIT	AA.	SPaulding 1-2255.	5	2000	A	A	C	G	.80	1.55
		AL.	SPaulding 1-3514.	3,19.	150	A	A	C		.80	1.55
		CA.	SPaulding 1-1600.	3,4,8,22.	250	A	A	C		.80	1.55
		EA.	SPaulding 1-3100.	9,7,19,52	200	A	A	C		.80	1.55
		LC©.	SPaulding 1-4938.	3	200	A	A	C			
		NW.	SPaulding 1-1000.	6	200	A	A	C		.80	1.55
		TW.	EXpress 1-3240.	8,7,19,90,23.	3000	A	A	C		.80	1.55
		UA.	FEderpl 1-6137.	10.	200	A	A	C		.80	1.55
PITTSFIELD, MASS.	PSF	MO.	2-8635.	3	100	C	C	BDL		.55	1.30
		NE.	9857.	3	200	C	C	BDL		.55	1.30
PLAINVIEW, TEX.	PVW	CN.	CApitol 4-7829.	3	200			DAL		.35	.75
PLATTSBURG, N. Y.	PLB	EA.	1983.	19.	200	C	C	MAL		No Service Available	
POCATELLO, IDA.	PIH	WA.	CEdar 2-7756.	9	200	C	C	GTF	G	.55	1.15
		WC.	CEdar 2-3584.	3	150	C	C	GTF		.55	1.15
POMONA, CALIF.®	JPO	LX.		20.	200			LAX			
PONCA CITY, OKLA.	PNC	CN.	RGers 2-1611	3	200	C	A	MKC		No Service Available	
PORT ANGELES, WASH.	CLM	WC.	GLencourt 7-3101.	3	150	C	A	C		No Service Available	
PORT ARTHUR, ONT.	YQT	TC.								.50	1.00
PORT ARTHUR, TEX.	BPT	DL.	YU-2-4521	9	300	C	A	C		.55	1.50
		EA.	YU-3-3317	19,9.	200	C	A	C		.55	1.50
		TT.								.55	1.50
PORTLAND, ME.	PWM	NE.	SPruce 4-3941	9,3	200	A	C	PWM		.50	1.00
PORTLAND, ORE.	PDX	AT.	ATlantic 8-5073	4,6	1000	A	A	C	G	.65	1.50
		AT.	ATlantic 1-1158	1	10000	A	A	C		.65	1.50
		NW.	ATlantic 8-1100	4,6,10,38. 19.	2000	A	A	C		.65	1.50
		PAA	CApitol 7-6875	24.	600	A	A	C		.65	1.25
		PC.	ATlantic 8-6101	17,54	200						
		PN.	ATlantic 8-9043	3,4,8		A	A	C		.65	1.50
		UA.	ATlantic 7-2411	9,6,10,5,53,500,19.	6000	A	A	C		.65	1.50
		WA.	ATlantic 7-5771	6,52,30	200	A	A	C		.65	1.50
		WC.	ATlantic 8-5551	3	150	A	A	C		.65	1.50
PORTSMOUTH, OHIO®	PMH	LC.	BLackburn 9-6321	3	200						
POUGHKEEPSIE, N. Y.	POU	MO.	GRover 1-3900	3	100	C	C	ALB		No Service Available	
POWELL, WYO.	POY	FL.	SKyline 4-4222.	3	200	C	C	GTF		No Service Available	
PRESCOTT, ARIZ.	PRC	BL.	252	3	200	C	C	DUG		.65	1.20
		RL.	HI-6-2100	3	200	C	C	DUG		.65	1.20
PRESQUE ISLE, ME.	PQI	NE.	4931.	3	200	A	A	HUL		No Service Available	
PRINCE GEORGE, B. C.	YXS	CP.	7	3,6,9	200	C	C	C			
PRINCE RUPERT, B. C.	YPR	CP.	3213.		200	C		C			
PRINCETON, W. VA.	BLF	PI.	Enterprise 0500	3	100	C		INT		No Service Available	
PROVIDENCE, R. I.	PVD	AL.	RGent 9-3100	9,19.	150	A	A	C		.50	1.35
		EA.	RGent 7-9616	8,10.	200	A	A	C		.50	1.35
		PT.	ELmhurst 1-8500	Served Through Boston, Mass.						.50	1.35
		NA.	RGent 9-1405	5	200	A	A	C		.50	1.35
		NE.	UNion 1-3300.	3	200	A	A	C		.50	1.35
		UA.	TEmple 1-6950	6,10.	400	A	A	C		.50	1.50
PUEBLO, COLO.	PUB	CO.	WHitney 8-3316.	3,22.	200	C	A	DEN	G	.55	1.25
		FL.	WHitney 8-3323.	3	200	C	A	DEN		.39	1.25
PULLMAN, WASH.	PUW	WC.	LOgan 7-3761.	3	150	C	C	GEG		.50	1.50
QUEBEC CITY, QUE.	YQB	TC.		22.	600	C	C	C		.75	1.00
QUESNEL, B. C.	YZZ	CF.	60.	3	200	C	C				
QUINCY, ILL.	UIN	OZ.	BAldwin 2-3642.	3,54.	200	C	C	STL		.75	1.75
RALEIGH, N. C.	RDU	CA.	TEmple 2-3876	3,22.	150	C	A	C	G	.70	1.50
		EA.	TEmple 2-7380	8,19,7,9.	200	A	A	C		.70	1.50
		PI.	VAnce 8-5721.	3	100	C	A	C	G	.70	1.50
RAPID CITY, S. D.	RAP	FL.	FIllmore 3-6361	3	200	C	C	DEN		1.05	1.10
		NO.	FIllmore 3-5544	3	200	C	C	DEN		1.05	1.10
		WA.	FIllmore 2-7110	4,6	200	C	C	DEN		1.05	1.10
RAWLINS, WYO.	RWL	FL.	FAst 4-4077 1	3	200	C	C	DEN		No Service Available	
READING, PA.	RDG	AL.	FRanklin 2-4308	3,19.	150	A	C	PHL		.45	1.35
		WA.	FRanklin 5-8565	19.	200	A	C	PHL		.45	1.35
		CA.	4-4947.	3	150	A	C	PHL		.45	1.35
		TW.	FRanklin 6-7353	19.	400	A	C	PHL		.45	1.35
RED BLUFF, CALIF.	RBL	PC.	LAurence 7-1701	3	200	C	C	ACV		No Service Available	
REDDING, CALIF.	RDD	PC.	CHestnut 3-1211	3,54.	200	C	C	ACV		No Service Available	
REDMOND, ORE.	RDM	WC		(See Bend, Ore.)							
REGINA, SASK.	YQR	TC.	LAurence 2-3622	13,3,22	500	C	C	C		.50	1.00
REHOBOTH BEACH®	RBH										
RENO, NEV.	RNO	BL.	FAirview 9-0001	3,54.	200	C	C	SFO	G	.50	1.25
		UA.	FAirview 9-1020	3,9,6,10.	400	C	C	SFO		.50	1.25
		WA.	FAirview 9-1801	6	200	C	C	SFO		.50	1.25
RHINELANDER, WIS.	RHI	NO.	FOrest 2-6310	3	200	C	C			No Service Available	
RICHLAND, WASH.	PSC			See Pasco, Wash.							
RICHMOND, IND.®	RID	LC.	4-1121.	3	200						
RICHMOND, VA.	RIC	CA.	7-4605.	22,4.	150	A	A	C		.45	1.25
		EA.	FAirfield 4108.	8,19.	200	A	A	C		.45	1.25
		NA.	REpublic 7-4186	9,6	200	A	A	C		.45	1.25
		PI.	REpublic 7-4101	3	100	A	A	C	G	.45	1.25
RIMOUSKI, P. Q.	YHW	JBA		3	400						
RIVERSIDE, CALIF.	JMD	BL.	Overland 9-6221	3	200	C		LAX		No Service Available	
RIVERTON, WYO.	RIW	FL.	ULster 6-3552	3	200	C	C	DEN		No Service Available	
ROANOKE, VA.	ROA	AA.	EMpire 6-3455	9	500	A	A	HIC	G	.45	1.00
		EA.	6-0351.	19.	200	A	A	HIC		.45	1.00
		PI.	EMpire 6-0381	19.	100	A	A	HIC		.45	1.00
ROCHESTER, MINN.	RST	BN.	ATlas 9-4491.	9	200	C	A	C	G	.35	.85
		NW.	ATlas 2-1709.	4.6	200	C	A	C		.35	.85
		OZ.	3333.	3,54.	200	C	A	C		.35	.85
ROCHESTER, N. Y.	ROC	AA.	FAirview 8-4040	5,9,10,32	500	A	C	AC	G	.55	1.25
		CA.	BEverly 9-8504.	3,4,8,22.	250	A	C	AC		.55	1.25
		PT.	BAker 5-1471.	Served Through Buffalo N. Y.						.55	1.25
		MO.	FAirview 8-1550	3,3	200	A	C	AC		.55	1.25
ROCKFORD, ILL.	RFD	OZ.	5-0661.	3,54.	200					.75	1.75
		NO.	WOodland 5-1400	3	200					.75	1.75
ROCKLAND, ME.	RKD	NE.	804	3	200	C		C		No Service Available	
ROCK SPRINGS, WYO.	RKS	FL.	EMpire 2-9522	3	200	C	C	DEN		.50	1.00
ROCKY MOUNT, N. C.	RMT	CA.	2-2144.	3	150	C	C	RDU		.50	1.50
ROME, GA.	RMG	EA.	2-1521.	19.	200	C	A	ATL		.40	1.00
ROME, N. Y.	UCA			See Utica, N. Y.							
ROSEBURG, ORE.	RBG	WC.	ORchard 3-3231.	3	150	A	A	OTH		No Service Available	
ROSWELL, N. M.	ROW	CO.	MA-2-7432	3	200	C	C	ELP		.35	.75
ROSS BAY, LAB.	YRF	QBA		3	400						
ROUYN, QUE.	YUY	TC.		22.	200	C	C	C		.75	1.00
RUPERT, IDA.	BYI	WC.	ORchard 8-7402.		150	A	A	GFT		No Service Available	
RUTHERFORD, N. J.	HTF	NY.		20.	200			LGA		No Service Available	
RUTLAND, VT.	RUT	EA.	FRospect 3-6990	19.	200	C	C	BTV		No Service Available	
SACRAMENTO, CALIF.	SAC	PC.	GArden 8-7200	14,3,54	200	A	C	SFO	G	.60	1.35
		UA.	GArden 1-1000	9,5,6,10.	400	A	C	SFO		.60	1.35
		WC.	GArden 1-2440	3	150	A	C	SFO		.60	1.35
SAFFORD, ARIZ.	SAD	FL.	1004.	3	200	C		DUG		No Service Available	
SAGINAW, MICH.	MBS	CA.	OXbow 5-6371	3,22,4.	250	C	C	C		.70	1.45

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
SAGUENAY, QUE.	YBG	TC		22	250					No Service Available	
SAINT JOHN, N. B.	YSJ	TC	3-1231	22,13	500	C	C	C		.50	1.00
ST. JOHN'S, N'FLD.	YYT	TC	2370	13,22	1000	B	C	C		.50	1.00
		MAR		3,1,4	500	A	A	A			
ST. JOSEPH, MICH.				See Benton Harbor							
ST. JOSEPH, MO.	STJ	FL	ADams 4-7919	3	200	C	C	C		.55	1.35
		OZ	ADams 2-6066	3,4	200	C	C	C		.55	1.35
ST. LOUIS, MO.	STL	AA	Parkview 5-5510	9,,13,14,32,50	6000	A	A	C	G	.60	1.60
		BN	PErshing 1-2243	9,,13	200	A	A	C		.60	1.60
		CK	PErshing 1-2231	3	200	A	A	C		.60	1.60
		DL	PErshing 1-2194	9,,13,,,,	6000	A	A	C		.60	1.60
		EA	PErshing 1-0510	9,19,,,50	200	A	A	C		.60	1.60
		OZ	PErshing 1-0990	3,4	200	A	A	C		.60	1.60
		TW	GEneva 9-4800	8,7,13,,,22	7500	A	A	C		.60	1.60
ST. PAUL, MINN.	MSP			See Minneapolis, Minn.							
ST. PETERSBURG, FLA.	PIE	EA	HEmlock 5-2121	3,9,14,,,,10,19	200	A	C	AC	G	.75	1.50
		HL	HEmlock 6-7754	3	200	C	C	AC	G	.75	1.50
		DL	HEmlock 5-2161	3	200	A	C	AC		.75	1.50
		MA	TAmpa 7-8492	Served through Tampa	200	A	C	AC			
		NW		3	200						
		SD	HEAwood 6-1351	1	6000	A	C	AC		.75	1.50
		TC		Served Through Tampa							
		TA		Served Through Tampa							
SALEM, ORE.	SLP	UA	EMpire 3-2441	9	300	C	A	PDX	G	.50	1.00
		WC	JUstice 1-6448	3	150	C	A	PDX		.50	1.00
SALINA, KAN.	SLN	CO	TAylor 7-5553	3	200	C	A	MKC	G	.35	1.00
SALINAS, CALIF.	SNS	UA	Harrison 4-7686	3	200	A	A	SFO		No Service Available	
SALISBURY, MD.	SBY	AL	J158	3	150	C	A			.50	1.25
SALT LAKE CITY, UTAH	SLC	BL	DAvis 8-8696	3,4	200	A	C	DEN	G	.60	1.10
		FL	EMpire 3-6798	3,9	200	A	C	DEN		.60	1.10
		MA	DAvis 8-8044	9,7,8,10,15,50	6000	A	C	DEN		.60	1.10
		WA	DAvis 2-0186	9,8,50	200	A	C	DEN		.60	1.10
		WC	DAvis 8-0976	3	150	A	C	DEN		.60	1.10
SAN ANGELO, TEX.	SJT	CC	VIne	3,22	200	C	C	SAT		.50	1.10
		TC	PIne	3	150	C	C	SAT		.50	1.10
SAN ANTONIO, TEX.	SAT	AA	TAylor 4-1401	9,13,18	6000	A	A	C	G	.55	1.10
		BN	TAylor 2-2371	9,,,,50	500	A	A	C		.55	1.10
		DMA	CHerry 6-6101	3		A	A	C			
		TC	TAylor 6-8591	13,,,6	400	A	A	C		.55	1.10
		WA	TAylor 6-1620	9,7,18,,,50	200	A	A	C		.55	1.10
		TT	TAylor 6-8101	3	150	A	A	C		.55	1.10
SAN BENITO, TEX.	HRL	TT	GIbson 2-4200	3	150	C		DAL		No Service Available	
SAN BERNARDINO, CALIF.	SBD	TX		20	200	C		LAX			
	ONT	AA	YUkon 6-1179	6	200	C		LAX		No Service Available	
SAN DIEGO, CALIF.	SAN	AA	CYpress 6-6128	9,18,,,,50	600	C	A	AC	G	.65	1.50
		BL	CYpress 6-6146	3,,,,	200	C	A	AC		.65	1.50
		FT	CYpress 6-6273	Served through BUR	6000	C	A	AC		.65	1.50
		UA	BEImont 4-7171	9,5,6,10,,50	400	C	A	AC		.65	1.50
		WA	CYpress 6-8861	6	200	C	A	AC		.65	1.50
SANDPIT, B. C.	YZP	CP		3	200						
SAN FRANCISCO, CALIF.	SFO	AA	YUkon 6-6600	9,,13,,,18	6000	A	A	AC	G	.80	1.70
		PT	Plaza 5-8400	13,,,,,50	10000	A	A	AC		.80	1.70
		JLW	JUno 5-3612	3	600	A	A	AC			
		TAA	SK-7-1414	18,,,,50	4000	A	A	AC		.80	1.70
		PC	Plaza 5-8800	3,,,,,	200	A	A	AC		.80	1.70
		TW	YUkon 6-8800	9,,,,,,,,	7500	A	A	AC		.80	1.70
		UA	JUno 5-2424								
			JUno 5-1441		6000	A	A	AC		.80	1.70
		WA	Plaza 6-0677		200	A	A	AC		.80	1.70
		WC	Plaza 6-8570		150	A	A	AC		.80	1.70
SAN JOSE, CALIF.	SJC	NC	CYpress 3-7408		200	C	C	SFO		1.00	2.00
SAN JUAN, PUERTO RICO	SJU	OL	9-0045		200		A	AC			
		AVIANCA									
		EA	9-0020	13,6,22,50	4000	C	A	AC			
		PAA	1-8000		6000		A	AC		.60	1.35
		RD	9-0340	13	6000	C	A	AC			
		TW	San Juan 9-0020	4,,,,	4000	C	A	AC		.65	1.35
SAN LUIS OBISPO, CALIF.	PSO	PC	Enterprise 1-1513							No Service Available	
SANTA ANA, CALIF.	SNA	UL	Kimberly 5-1166	3,,,,	200	C	C	LAX		.65	1.50
		LX			200	C	C	LAX			
SANTA BARBARA, CALIF.	SBA	PC	Woodland 8-0141	Airfreight Service Suspended				LAX		No Service Available	
		WL	Woodland 8-1255		200	A	A	LAX		No Service Available	
SANTA CLARA, CALIF.	SJC			See San Jose, Calif.							
SANTA CRUZ, CALIF.	SCZ										
SANTA FE, N. M.	SAF	CO	YUcca 3-6397	3,,,,	200	C	C	ELP	G	1.05	1.10
		TW	3-6671	8	250	C	C	ELP		1.05	1.10
SANTA MARIA, CALIF.	SMX	PC	WAlnut 5-4835	3,13,,,,,,,

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
SHERMAN, TEX.	SWI	CN.	Twintrook 2-4328.	3	200	C	C	DAL		No Service Available	
SHREVEPORT, LA.	SHV	BN.	ME 1-7451	9,5	200	C	A	DAL		.65	1.35
		DL.	6-1831.	9,8,12,	3000	C	A	DAL		.65	1.35
		TT.	6-4571.	3	150	C	A	DAL		.65	1.35
SIDNEY, MONT.	SDY	FL.	838	3	200	C	A	DTF		No Service Available	
SIDNEY, NEB.	SNY	FL.	3542.	3	200			DEN			
SILVER CITY, N. M.	SVC	FL.	53 R-3021	3	200	C	A	DUG		No Service Available	
SIOUX CITY, IOWA	SUX	BN.	8-5553.	3	200	A	C	OMA		.45	.90
		NO.	8-0591.	3	200	A	C	OMA		.45	.95
		GZ.	1-6308.	3,5	200	A	C	OMA		.45	.90
SIOUX FALLS, S. D.	FSD	BN.	4-6051.	9	200	C	C	MSP	G	.95	1.10
		NO.	Edison 4-9945	2	200	C	C	MSP		.95	1.10
		WA.	Edison 4-9944	9,6	200	A	C	MSP		.95	1.10
SMITHERS, B. C.	YYD	CP.		1,5,6,9	200						
SOUTH BEND, IND.	SBN	FT.	ATlantic 8-4451	Served Through Chicago					G	.95	1.20
		LCS	CEntral 4-4172.	3	200	A	A	CHI			
		NO.	CEntral 3-5131.	3,9	200	A	A	CHI		.95	1.20
		TW.	CEntral 2-1414.	19.	250	A	A	CHI		.95	1.20
		UA.	CEntral 2-4811.	9,5	400	A	A	CHI		.95	1.20
SOUTHERN PINES, N. C.	SOP	FT.	2-8941.	3	100	C	C	HOU		1.00	1.65
SPARTANBURG, S. C.	SPA	DL.	7131.	9	200	A	A	ATL		.45	1.10
		EA.	3-6326.	18.	200	A	A	ATL		.45	1.10
		SO.	3-5532.	3	100	A	A	ATL		.45	1.10
SPEARFISH, S. D.	SPF	NO.	97.	3	200	C	C			No Service Available	
SPOKANE, WASH.	GEG	NO.	MAdison 4-3213.	4,8,10,12	500	A	A	C	G	.60	1.60
		UA.	Temple 4-8222	9,6	300	A	A	C		.60	1.75
		WC.	SI-7-7114	3	150	A	A	C		.60	1.75
SPRINGFIELD, ILL.	SPI	AA.	8-3464.	9	250	C	A	C	G	.40	1.10
		GZ.	8-9677.	3,9	200	C		C		.40	1.10
SPRINGFIELD, MASS. (Bradley Field)	BDL	AA.	REpublic 7-3774	Served Through Hartford.					G	.65	1.25
		EA.	REpublic 2-6275	Served Through Hartford.						.65	1.25
		FT.	REpublic 4-5675	Served Through Hartford.						.65	1.25
		NO.	NAtional 3-4418	Served Through Hartford.						.65	1.25
		TW.								.65	1.25
SPRINGFIELD, MASS. (Barnes Field)	BAF	UA.	REpublic 9-1891	5,8,10,12	4000	A				.65	1.25
		WC.	Republic 9-0207	3	200	A	C	C		.65	1.25
SPRINGFIELD, MO.	SGF	AA.	4-1871.	9	250	A	C	MKC	G	.40	1.10
		DL.	4-7313	9	200	A	C	MKC		.40	1.10
		GZ.	4-6861.	3,9	200	A	C	MKC		.40	1.10
SPRINGFIELD, OHIO	SGH	LC.	ENterprise 5-4401	Served Through Dayton							
STAMFORD, CONN.	SCC	NY.	Davis 3-8785.	20.				LGA		No Service Available	
STATE COLLEGE, PA.	PSU			See Philipsburg, Pa.							
STAUNTON, VA.	SHD	PT.	Wegere Care 2761.	3	100	C	C	DCA		.75	1.50
STEPHENVILLE, NFLD.	YJT	TC.	5132.	11,22	1000	C	C	C		.75	1.75
		MAR	2-2144.	3,1,4	500	A	A	A			
STERLING, COLO.	STK	FL.	LAramie 7445	3	200	C	C				
STEVENS POINT, WIS.	STE	NO.	DIamond 4-2231.	3	200	C	C			No Service Available	
STILLWATER, OKLA.	SWO	CN.	FRontier 2-2647	3	200	C	C	DAL		No Service Available	
STOCKTON, CALIF.	SCK	PC.	HOward 6-2361	3	200	C	C	SFO	G	.80	1.25
		UA.	HOward 6-9755	9	200	C	C	SFO		.80	1.25
STUART, FLA.	SUA	RD	933	1 (Demand Service)	6000					No Service Available	
STUTTGART, ARK.	GGT	TT.	WA-2-6200	3	150	C	C	MEM		No Service Available	
SUDBURY, ONT.	YSB	TC.	OSborne 4-4268.	22.	400	C	C	C		.50	1.00
SUN VALLEY, IDA.	SUN	WC.		See Hailey, Ida.	150			GEG			
SUPERIOR, WISC.	---			See Duluth							
SWIFT CURRENT, SASK.	YYN	TC.	2945.	3	2000	C	C	C		.50	.75
SYDNEY, N. S.	YQY	TC.	6566.	11,22	1000	C	C	C		.50	1.00
SYRACUSE, N. Y.	SYR	AA.	GLenview 4-8421	9,5,10,12	500	C	C	C	G	.45	1.25
		EA.		7,19.	200	C	C	C		.45	1.25
		MO.	54-3251	9,3	200	C	C	C		.45	1.25
TACOMA, WASH.	SEA	WA.	BRoadway 2-5188	6	200	C	C	AC		.65	1.75
		NW.		(See Seattle)							
TALLAHASSEE, FLA.	TLH	EA.	3-3802.	19,9.	200	A	A	PFN	G	.50	1.50
		NA.	2-4410.	9	200	A	A	PFN		.50	1.50
TAMPA, FLA.	TPA	CA.				C	C	C		.75	1.50
		EA.	REdwood 6-2461.	8,7,19,9,52,10.	200	A	A	AC	G	.75	1.50
		DL.	REdwood 6-9407.	10,52.	3000	A	A	AC		.75	1.50
		NA.	REdwood 6-9833	9,5,6,52,10	400	A	A	AC		.75	1.50
		NT.	REdwood 6-2987.	6,22.	200	A	A	AC		.75	1.50
		NW.		52.53B.	200					.75	1.50
		RD.	REdwood 6-1351.	1	6000	A	A	AC		.75	1.50
		TC.	ENterprise 5-7611	11,22	350	A	A	AC		.75	1.50
		TW.	REdwood 6-4108.	7	250	A	A	AC		.75	1.50
TEMPLE, TEX.	TPL	ASA	HEmlock 5-2151.	1		A	A	AL	G	.55	1.35
		CO.	FR-3-5222	3	200	C	C	DAT		.55	1.35
		TT.	FR-8-2777	3	150	A	C	DAT		.55	1.35
TERRACE, B. C.	YXT	CP.	152	3	200	C				.25	.60
TERRE HAUTE, IND.	HUF	LC	L-6159.	3	200	A	C	EVV			
		TW.	LIncoln 1234.	19.	250	A	C	EVV		No Service Available	
TETERBORO, N. J.	TEB	NY.		19.	200			LGA		No Service Available	
TEXARKANA, ARK.	TXK	BN.	2-6562.	9	200	C	C	DAL		.50	1.10
		TT.	2-4517.	3	150	C	C	DAL		.50	1.10
THIEF RIVER FALLS, MINN.	TVF	NO.	Murdock 1-1223.	3	200	C	A			No Service Available	
TIMMINS, ONT.	YTS	TC.	1440.	22.	200	C	C	C		.55	1.25
TOLEDO, OHIO	TOL	CA.	HOlland HU 7-2121	3	150	C	A	C	G	.45	1.50
		DL.	HOlland 7-4269	9	200	C	A	C		.45	1.50
		EA.	HOlland 7-2011.	9,7,10.	200	C	A	C		.45	1.50
		FT.	CHerry 4-4176	Served Through Detroit	Mich.					.45	1.35
		LC	UN(Holland)9-2358	3	200	C	A	C			
		TW.	CHerry 4-8143	3,19.	250	C	A	C		.45	1.50
		UA.	UNiversity 5-5261	9,6,5	400	C	A	C		.45	1.50
TOPEKA, KAN.	TOP	CO.	CEntral	3	200	A	A	MKC	G	.55	1.25
TORONTO, ONT.	YYZ	CN.	CEntral 3-9671	3	200	A	A	MKC	G	.55	1.25
		AA.	EMpire 8-4300	9,5,52,500.	600	A	A	AC		.55	1.25
		CP.	BUtler 6-3601	14A	500	A	AC	CC		.45	1.10
		TC.	EMpire 6-9471	12,13,7,22,53C.	500	A	A	A		.45	1.50
TRAIL, B. C.			LIBE.	9 See Castlegar	200	C	C	C		.75	.75
TRAVERSE CITY, MICH.	TVC	CA.	WInsor 7-4995	3,4	150	A	A	MKG		No Service Available	
TRENTON, N. J.	TTN	AL.	TRvedo 2-4100	3	150	C	A	PHL		.55	1.10
TUCSON, ARIZ.	TUS	MA.	Main 3-4911	5,10,52c	250	A	A	DUG	G	.78	1.50
		FL.	AXtel 4-2677.	3,9	200	A	A	DUG		.78	1.50
		TW.	Main 3-5438	8	250	A	A	DUG		.78	1.50
TULLAHOMA, TENN.	THA	GO.	GLendale 5-7049	3	100					No Service Available	
TULSA, OKLA.	TUL	AA.	TEmple 8-3361	9,5,10,52	600	A	A	MKC	G	.50	1.25
		BN.	TEmple 5-1561	9,5	500	A	A	MKC		.50	1.25
		CO.	TEmple 5-7677	3,5,22.	200	A	A	MKC		.50	1.25
		CN.	TEmple 5-9521	3	200	A	A	MKC		.50	1.25
		TW.	TEmple 5-8431	8	250	A	A	MKC		.50	1.25
TUPELO, MISS.	TUP	GO.	VInewood 2-8702	3	100	C				.60	1.20
TUSCALOOSA, ALA.	TCL	ZO.	PLaza 3-9541	3	100		A			.50	1.00
TUSCUMBIA, ALA.	MSL			See Sheffield, Ala.							
TWIN FALLS, IDA.	TWF	WC.	REdwood 2-6721.	2	150	C	C	GEG		.50	1.00
TYLER, TEX.	TYR	TT.	4-9379.	3	150	C	A	DAL	G	.60	1.35
UKIAH, CALIF.	UKI	PC.	HOmestead 2-3742	3	200		C			No Service Available	
UNALAKEET, ALAS.	---	AE.								No Service Available	
UNIVERSITY, OXFORD, MISS.	UOX	ZO.	2498.	3	100					No Service Available	

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CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
URBANA, ILL.	CMI	. . . . .	. . . . .	See Champaign, Ill.	. . .	. . .	. . .	. . .	. . .	. . .	. . .
UTICA, N. Y.	UCA	MO.	6-9[illegible]	9,3	200	C	C	C	G	.75	1.10
VAL D'OR, QUE.	YVO	TC.	. . . . .	22.	250	C	C	C	. . .	.50	1.00
VALDOSTA, GA.	VLD	TO.	CHerry 2-8445	3	100	C	C	JAX	. . .	.60	1.35
VALENTINE, NEB.	VTN	FL.	82	3	200	. . .	. . .	OMA	. . .	No Service Available	
VANCOUVER, B. C.	YVR	TC.	TAtlow 6301	22,13,3,7,22,530	300	C	C	C	. . .	.75	1.00
		UA.	CRestwood 8-21[illegible]	6,7	400	C	C	C	. . .	.60	.85
		CP.	MUtual 3-9211	3,6,9,14A	300	C	AC	C	. . .	.70	1.90
VENTURA, CALIF.	OXR	. . . . .	. . . . .	See Oxnard, Calif.	. . .	. . .	. . .	. . .	. . .	. . .	. . .
VERNAL, UTAH	VEL	FL.	972	3	100	C	A	DEN	. . .	No Service Available	
VERO BEACH, FLA.	VRB	EA.	JOrdan 7-4406	19.	100	C	A	FBI	. . .	.65	.75
VICKSBURG, MISS.	VKS	SE.	560	3	100	C	. . .	. . .	. . .	.75	1.50
VICTORIA, B. C.	YYJ	TC.	2-54[illegible]	3	300	C	C	C	. . .	.65	.75
VICTORIA, TEX.	VCT	TT.	HI-6-2041	3	150	C	. . .	SAT	. . .	.90	1.70
VIRGINIA BEACH, VA.	ORF	FL.	IL-5-[illegible]61	3	. . .	. . .	. . .	. . .	G	. . .	. . .
VISALIA, CALIF.	VIS	UA.	REdwood 4-9491	9	200	C	C	LAX	. . .	No Service Available	
WACO, TEX.	ACT	BN.	FL-4-3361	9	300	C	A	DAL	G	.55	1.25
		JO.	Plymouth 4-4612	3	100	C	A	SAL	. . .	.65	1.25
WALLA WALLA, WASH.	AWW	UA.	JAckson 5-5960	30	150	A	A	SEA	. . .	.75	1.35
		WC.	JAckson 9-0780	3	150	A	A	SEA	. . .	.75	1.35
WASHINGTON, D. C.	DCA	AA.	EXecutive 3-6660	9,5,1[illegible],10,50,52	6000	A	A	AC	G	.65	1.50
		EL.	DIstrict 7-8860	3,19,9	150	A	A	AC	. . .	.65	1.50
		EN.	STerling 3-6280	22	500	A	A	AC	. . .	.65	1.50
		CA.	STerling 3-3000	3,5,8,50	250	A	A	AC	. . .	.65	1.50
		DL.	DIstrict 7-8640	9,10,6	300	A	A	AC	. . .	.60	1.50
		EA.	REpublic 7-6880	10,8,6,7,19,52	200	A	A	AC	. . .	.65	1.50
		NA.	DIstrict 7-8905	9,5,6,10,52	400	A	A	AC	. . .	.65	1.50
		NE.	STerling 3-5951	6,22	200	A	A	AC	. . .	.65	1.50
		NW.	STerling 3-9014	3,[illegible],52	200	A	A	AC	. . .	.65	1.50
		PAA	REpublic 7-5700	50	400	A	A	. . .	G	.65	1.50
		PI.	DIstrict 7-1800	3	100	A	A	AC	. . .	.65	1.50
		RD.	Served Through Baltimore, Md.	. . .	. . .	. . .	. . .	. . .	. . .	.65	1.50
		TW.	STerling 3-4221	3,[illegible]7	400	A	A	AC	. . .	.65	1.50
		UA.	STerling 3-0895	10,5	400	A	A	AC	. . .	.65	1.50
WATERLOO, IOWA.	ALO	BN.	ADams 4-6835	9	500	C	C	FIA	. . .	.55	1.35
		DZ.	ADams 2-0042	3,54	200	C	C	FIA	. . .	.55	1.35
WATERTOWN, N. Y.	ART	EA.	THompson 6-3311	19	200	C	C	A	G	.45	.85
		MO.	THompson 6-2020	9,3	200	C	C	A	. . .	.45	.85
WATERTOWN, S. D.	ATY	NO.	TUrner 6-5729	3	200	A	C	MSP	. . .	No Service Available	
WATERVILLE, ME.	AVL	NE.	TRinity 2-4135	3	200	C	C	BGR	. . .	.55	.75
WATSON LAKE, Y. T.	YJH	CP.	. . . . .	1,3,6,9	200	. . .	. . .	. . .	. . .	. . .	. . .
WAUSAU, WISC.	AUW	NO.	VIking 3-2185	3,9	200	C	C	. . .	. . .	No Service Available	
WAYCROSS, GA.	AYS	EA.	3400	19.	200	C	A	JAX	. . .	No Service Available	
WAYNESBORO, VA.	SHD	FI.	Weyer Cave 17[illegible]	3	100	C	C	DCA	. . .	.70	1.40
WENATCHEE, WASH.	EAT	WC.	TUrner 4-5093	3	150	C	A	SEA	. . .	No Service Available	
WEST HELENA, ARK.	HEE	. . . . .	. . . . .	See Helena, Ark.	. . .	. . .	. . .	. . .	. . .	. . .	. . .
WEST PALM BEACH, FLA.	PBI	DL.	JU-5-6621	10.	200	A	A	AC	. . .	.40	1.25
		EA.	OVerland 3-0036	7,6,9,12,10	200	A	A	AC	G	.40	1.35
		NA.	OVerland 3-1259	9,52	200	A	A	AC	. . .	.40	1.35
		RD.	TEmple 3-2548	1,12	6000	A	A	AC	. . .	.40	1.35
WESTFIELD, MASS.	BAF	. . . . .	. . . . .	See Springfield, Mass.	. . .	. . .	. . .	. . .	. . .	. . .	. . .
WHEELING, W. VA.	HLG	AL.	WOodside 944	3,19	150	C	C	PIT	G	.50	1.10
		CA.	WOodside 2308	3	150	C	C	PIT	. . .	.50	1.10
		TW.	CRestview 7-1500	19	250	C	C	PIT	. . .	.50	1.10
WHITEHORSE, Y. T.	YXT	PAA	2191	6	600	. . .	A	C	. . .	. . .	. . .
		CP.	2211	3,6,9	300	C	C	C	. . .	. . .	. . .
WHITE PLAINS, N. Y.	HPN	MO.	8-5555	3	200	C	. . .	LGA	. . .	.60	1.20
		NY.	10	10	200	C	. . .	LGA	. . .	.60	1.20
		PA.	NY-6-7241	See New York	. . .	. . .	. . .	. . .	. . .	. . .	. . .
WHITE RIVER JCT., VT.	LEB	NE.	LEb 1040	3	200	C	C	BTV	. . .	No Service Available	
WICHITA, KAN.	ICT	BN.	WH-3-3284	9,1,5,52	2000	A	A	MKC	. . .	.60	1.20
		CO.	WH-3-4241	22,5	200	A	A	MKC	. . .	.60	1.20
		CN.	WHitehall 3-3279	3	200	A	A	MKC	. . .	.60	1.20
		OZ.	WHitehall 3-4191	3,54	200	A	A	MKC	. . .	.60	1.20
		TW.	AMherst 5-9613	8,7	400	A	A	MKC	. . .	.60	1.20
WICHITA FALLS, TEX.	SPS	BN.	322-4520	9	300	A	A	DAL	. . .	.75	1.50
		CO.	322-4161	3	300	A	A	DAL	. . .	.75	1.50
WILKES-BARRE, PA.	AVP	AA.	OLympic 4-6700	9	250	C	C	PHL	. . .	.65	1.50
		AL.	OLympic 4-1770	3,19	150	C	C	PHL	. . .	.65	1.50
		EA.	OLympic 4-4649	19	200	C	C	PHL	. . .	.65	1.50
		TW.	OLympic 4-1171	19	250	C	C	PHL	. . .	.65	1.50
WILLIAMS LAKE, B. C.	YWL	CP.	. . . . .	1,3,6,9	200	. . .	. . .	. . .	. . .	. . .	. . .
WILLIAMSPORT, PA.	IPT	AL.	8-2416	3,19	150	A	C	PIT	. . .	.60	1.30
		CA.	8635	3	150	A	C	PIT	. . .	.60	1.30
		TW.	8-8681	3	250	A	C	PIT	. . .	.60	1.30
WILLISTON, N. D.	ISN	FL.	GReenfield 7-4019	3	200	A	A	GFK	. . .	No Service Available	
WILMINGTON, CALIF.	WGM	LX.	. . . . .	10.	200	. . .	. . .	LAX	. . .	. . .	. . .
WILMINGTON, DEL.	ILG	AL.	EAst 8-3190	3	150	A	A	C	. . .	.65	1.55
		EA.	EAst 8-5671	19.	200	A	A	C	. . .	.65	1.55
WILMINGTON, N. C.	ILM	MA.	ROger 3-6262	9	200	A	C	C	G	.55	1.50
		PI.	ROler 3-1606	3	100	A	C	C	G	.55	1.50
WINDSOR, ONT.	YQG	AA.	WOodward 5-1000	Served Through Detroit, Mich.	. . .	. . .	. . .	. . .	. . .	No Service Available	
		TC.	CLearwater 4-1111	22.	300	C	C	C	. . .	.50	1.00
WINNIPEG, MAN.	YWG	CP.	WHitehall 3-8421	14A	500	C	AC	C	. . .	.35	.75
		TC.	93-0361	12,13,3,22,530	1000	C	C	C	. . .	.25	.75
		NW.	67921	6	200	C	C	C	. . .	.25	.75
WINONA, MINN.	ONA	NO.	8-2144	3	200	C	C	. . .	. . .	No Service Available	
WINSLOW, ARIZ.	INW	FL.	2F 4-2811	3	200	C	C	DUG	. . .	No Service Available	
WINSTON-SALEM, N. C.	INT	CA.	4-9382	3,22	150	A	A	C	G	.55	1.10
		EA.	PA-6071	19.	200	A	A	C	. . .	.55	1.10
		PI.	PArk 5-0511	3	100	A	A	C	G	.55	1.10
WISCONSIN RAPIDS, WISC.	STE	. . . . .	. . . . .	See Stevens Point, Wisc.	. . .	. . .	. . .	. . .	. . .	. . .	. . .
WOLF POINT, MONT.	OLF	FL.	666	3	200	C	A	GTF	. . .	No Service Available	
WOONSOCKET, R. I.	SFZ	NE.	POplar 2-0230	3	200	C	. . .	PVD	. . .	No Service Available	
WORCESTER, MASS.	ORH	MO.	PLeasant 5-6367	9,3	200	A	C	C	G	.45	1.45
		NE.	SWift 9-4431	3	200	A	C	C	. . .	.45	1.45
WORLAND, WYO.	WRL	FL.	TIrside 7-2142	3	200	C	C	GTF	. . .	No Service Available	
WORTHINGTON, MINN.	OTG	NO.	3-6655	3	200	C	C	. . .	. . .	No Service Available	
YAKIMA, WASH.	YKM	Nd.	GIencourt 3-9934	4,6	200	A	A	SEA	G	.75	1.50
		WC.	CHestnut 8-5100	3	150	A	A	SEA	. . .	.75	1.50
		PN.	4	16.	200	. . .	. . .	. . .	. . .	.60	1.00
YAKUTAT, ALASKA.	YAK	NO.	North 5-7109	3	200	C	C	. . .	. . .	No Service Available	
YANKTON, S. D.	YKN	TC.	1287	22.	300	C	C	C	. . .	.50	1.00
YARMOUTH, N. S.	YQI	TC.	34611	3	200	C	C	C	. . .	.35	.75
YORKTON, SASK.	YQV	CA.	LIberty 5-9413	3,4	250	A	C	CAK	G	.50	1.60
YOUNGSTOWN, OHIO	YNG	IC.	LIberty 5-2511	3	200	A	C	CAK	. . .	. . .	. . .
		UA.	LIberty 5-9744	6,5,10	400	A	C	CAK	. . .	.50	1.60
YUBA CITY, CALIF.	MYV	. . . . .	. . . . .	See Marysville, Calif.	. . .	. . .	. . .	. . .	. . .	. . .	. . .
YUMA, ARIZ.	YUM	BL.	SUnset 2-1871	3,54	200	A	C	SAN	. . .	.45	.85
ZANESVILLE, OHIO	ZZV	IC.	Gladstone 4-7161	3	200	C	. . .	. . .	. . .	. . .	. . .

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
Flowers	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only.	Capital	
Live Animals	Through Chicago.	Ozark	
Live Animals	Between Eureka/Arcata and points south.	Pacific	Not accepted on Martin or F-27 Aircraft.
Meat, Meat Products	Off line points within Mexico.	American	
Live Animals, Flowers, Cut or uncut Nursery Stock	All Points.	West Coast	11/1/60 - 3/15/61 - - DC-3 Equipment.

CARRIER SERVICES

Blank spaces indicate no participation in services listed.

Carriers	Air Freight Services: Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck: Joint Tariffs	Air/Truck: Separate Tariffs	Note 3: CAF/BAF/RAF/RC/PAF	Equipment: Combination Aircraft	All Cargo Aircraft	Speedpak	Protective Services: Attendants Note 1: Armed Guards	Human Remains	Live Animals	Any Shipment	Signature Service	Special Services: "PRI" or "HOLD" Baggage	Household Goods	Note 2: Assembly or Distribution	Household Pets	Stopping-in-Transit	Storage	Horse Stalls
ALASKA AIRLINES, INC.	X	X	X	X		X		X				X	X		X	X	X	X	X		X	
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X		X		X		X								X	X	X			X	
BRANIFF AIRWAYS, INC.	X	X	X			X	X	X	X		X	X	X	X	X	X	X	X	X		X	
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X	X							X	X	X	X		X	
CAPITAL AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
CARIBBEAN ATLANTIC AIRLINES, INC.								X														
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X			X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X							X	X	X	X	X		X	
DELTA AIR LINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X	X	X	X	X	X	X		X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X	
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X	
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X		X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X			X	
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X							X		X												
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X	X	X		X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X				X	X	X	X	X	X	X			X
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X			X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X				X			X	X	X	X			
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X			X	
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X	
TRANS CARIBBEAN AIRWAYS								X	X													
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X			X	
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.
Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; BN, UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo)	1	G-17
Curtiss C-46 (Super D-46)	1A	G-17
Douglas C-54	2	G-18
Douglas DC-3	3	G-19
Douglas DC-4	4	G-20
Douglas DC-6	5	G-20
Douglas DC-6B	6	G-21
Lockheed Super Constellation (Comb.)	7	G-21
Lockheed Constellation 749H (All Cargo)	7A	G-19
Lockheed Constellation	8	G-21
Consolidated Convair	9	G-22
Douglas DC-7, 7-B, 7-C	10	G-21
Boeing Stratocruiser	11	G-22
Canadair North Star (All Cargo)	12	G-22
Canadair North Star (Comb.)	13	G-23
Douglas C-47 (All Cargo)	14	G-23
Bristol Britannia	14A	G-23
Douglas DC-6A, DC-7F	15	G-23
Douglas DC-6A (Comb.)	15A	G-23
Lockheed Constellation Speedpak	16	G-24
Smith Curtiss Commuter	18	G-24
Martin	19	G-24
Sikorsky S-55	20	G-24
Vertol 44	21	G-24
Viscount	22	G-24
Lockheed Super Constellation (All Cargo)	23	G-24
Lockheed Jetstream Constellation (1649 All Cargo)	23	G-24
Fairchild C-82	24	G-24
Boeing 707	50	G-25
Boeing 720	50C	G-24
DeHaviland Comet IV	51	G-25
Lockheed Electra	52	G-25
Douglas DC-8	53,53A,53B	G-24
Douglas DC-8	53C	G-17
Fairchild F-27 (See DC-3 chart)	54	G-25
Convair 880	55	G-19

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES)	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
96	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES) \ HEIGHT (INCHES)	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122	94	74
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
22	309	309	309	309	309	309	309	309	309	309	309	259	259	182	151	103	73	54
26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	66	49
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57	43
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	*
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	*
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*	*
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56	*	*
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*	*
54	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45	*	*
58	139	139	139	139	139	139	139	139	139	139	139	123	55	55	49	*	*	*
62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*	*
66	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*	*
70	111	111	111	111	111	111	111	111	111	111	111	66	55	55	45	*	*	*
74	99	99	99	99	99	99	99	99	99	99	99	66	55	55	45	*	*	*
78	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*	*
82	75	75	75	75	75	75	75	75	75	75	75	66	54	54	*	*	*	*
86	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
90	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
94	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*	*
98	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*	*
102	73	73	73	73	73	73	73	73	73	73	73	63	*	*	*	*	*	*
108	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*	*

53C DOUGLAS DC-8

		6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	A	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
	B	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
	C	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
6	A	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
	B	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
	C	296	295	294	293	292	292	291	291	291	291	290	290	290	289	289	289	287
9	A	294	270	258	246	243	240	237	236	232	229	226	224	222	220	217	215	209
	B	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
	C	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
12	A	294	258	240	220	214	208	202	198	192	188	186	183	181	179	117	175	170
	B	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
	C	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
15	A	293	258	203	175	171	167	163	161	158	156	154	152	150	149	148	147	145
	B	293	247	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
	C	293	247	203	170	161	153	146	140	135	132	131	131	130	130	130	130	128
18	A	286	240	194	168	164	161	157	154	151	149	146	144	142	140	138	136	132
	B	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	106
	C	286	236	194	160	148	140	134	129	128	127	127	126	126	125	123	122	120
21	A	275	232	184	159	154	150	146	142	139	136	133	130	128	126	124	122	116
	B	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104	103	102
	C	275	224	184	146	134	130	128	126	124	123	122	121	120	118	117	116	109
24	A	271	220	178	154	148	144	140	136	132	128	124	121	118	115	112	108	101
	B	271	216	176	126	118	114	110	108	108	104	102	101	100	99	98	98	98
	C	271	216	176	132	128	126	123	121	120	118	117	116	114	112	110	106	101
27	A	254	214	164	140	131	126	122	117	113	108	104	101	98	96	94	92	90
	B	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90
	C	254	200	144	122	118	117	114	109	104	100	100	100	100	98	97	96	94
30	A	234	183	128	128	120	107	94	89	87	87	87	87	86	84	83	82	79
	B	234	180	123	102	97	93	91	89	87	87	87	87	86	84	83	82	79
	C	234	180	123	106	103	100	98	97	96	95	94	93	92	91	88	86	81
33	A	218	164	128	102	87	83	81	80	79	78	78	77	76	76	75	74	70
	B	218	140	108	91	87	83	81	80	79	78	78	77	76	76	75	74	70
	C	218	140	108	92	88	86	84	83	83	83	82	82	81	80	78	76	72
36	A	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
	B	195	120	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
	C	195	120	95	79	75	72	70	70	70	70	70	69	68	68	67	66	62

Length Restricted To Inches at Intersection of Height and Width

LINE A - Applicable only to TCA
LINE B - Applicable only to ALITALIA
LINE C - Applicable only to PAA

2

DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	486
16								550	550	550	550	550	542	539	536	533	531	525	523	520	508	498	487	480	471	462	456
18									550	550	550	537	528	518	510	505	500	491	483	480	470	463	453	447	439	429	420
20										550	536	521	509	498	489	482	476	467	461	455	445	434	452	417	408	396	389
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294
30															397	383	370	357	346	335	328	321	312	303	294	286	278
32																367	355	344	331	320	311	303	294	287	279	272	266
34																	342	330	317	306	296	287	280	273	266	260	254
36																		316	305	292	283	275	268	262	256	249	244
38																			293	280	272	265	258	252	245	238	232
40																				270	263	255	248	242	235	228	221
42																					255	247	239	232	226	219	211
44																						239	230	223	216	209	202
46																							222	214	207	200	192
48																								206	199	190	184
50																									191	183	176
52																										176	169
54																											163
56																											
58																											
60																											
62																											
64																											
65																											

WIDTH OR HEIGHT (IN INCHES) / WIDTH ONLY (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	113	112	111	110	110	109	108
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	108	107	106	105	104	103	102
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	99
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99
50	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99		
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100				
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
58		142	138	134	129	127	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100						
60			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99							
62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
64					117	114	110	107	105	102	100	98	96	96	94	93											
65						111	108	105	102	100	98	95	94	93													

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

UMI

3 DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN	21"x28"x44"	LC	20"x24"x44"
CP	24"x28"x357"		
	56"x56"x 93"	FL	36"x44"x86"
	24"x60"x181"	NE, PC	28"x 40"x44"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32	32	32	32	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31		
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30	30		
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29			
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25			
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36														
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36														
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36														

7A CONSTELLATION 749H (ALL CARGO)

PACKAGE WIDTH IN INCHES

HEIGHT IN INCHES	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108
12	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
24	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
36	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
48	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
54	540	540	452	361	298	255	223	201	177	164	152	137	126	118	110	103	97	91
60	540	446	360	300	258	223	197	173	155	142	131	120	112	105	99	93	89	87
66	412	330	278	238	208	183	162	146	133	123	115	106	100	94	89	85	81	79
70	337	281	243	210	185	164	146	133	122	113	107	99	93	88	84	80	78	75

PACKAGE LENGTH IN INCHES FIND LENGTH AT INTERSECTION OF HEIGHT & WIDTH

CLEAR AREA OF DOOR 108" WIDE & 74" HIGH

55 CONVAIR 880

Width (Inches)	4	8	12	16	20	24	28	32	34
Height (Inches)	Package Length (Inches)								
28	136	125	116	106	97	88	79	70	
24	149	139	129	119	110	100	90	80	75
20	154	146	137	129	119	110	100	89	84
16	158	153	146	138	129	118	107	94	86
12	160	158	151	142	132	122	110	97	90
8	160	160	158	151	141	124	112	103	99
4	160	160	160	158	148	126	114	105	102

4 DOUGLAS DC-4

LINE A applies to: CA, KL,
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
6	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
30	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
32	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
34	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
36	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
38	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
40	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
42	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	—		
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	—			
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86	86	—					
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86	86	—	—						
	B	65	65	65	65	60	57	55						
56	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150														
	B	150														
	C	150														
4	A	150	150													
	B	150	150													
	C	150	150													
6	A	150	150	150												
	B	150	150	150												
	C	150	150	150												
8	A	150	150	150	150											
	B	150	149	149	149											
	C	150	150	150	150											
10	A	150	150	150	150	150										
	B	150	143	140	137	133										
	C	150	150	150	150	150										
12	A	150	150	150	150	150	146									
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	146	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
18	C	150	150	150	150	150	135	123	121	111	105					
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
20	C	150	150	150	142	131	110	104	98	95	90					
21	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
22	C	150	150	147	130	125	103	98	92	90	84	81				
23	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
24	C	150	147	138	123	115	96	91	88	84	78	74	71			
25	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
26	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
28	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
32	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
35	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
	C	75														
43	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
47	A	75	75	73	73	73	73	73	73	63	63	59	59			
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	A	73	73	73	73	73	73	73	73							
	B	52	52	52	52	52	52	52	52	52						
55	A	51	51	51	51	51	51	51	51							
	B	52	52	52	52	52	52	52	52							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

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6 DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	8	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	30	32	34
8	A	211																				
	B	200																				
	C	200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100				
8	A	211	211																			
	B	200	200																			
	C	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91				
9	A	211	211	195																		
	B	200	200	195																		
	C	200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82				
12	A	211	193	186	158																	
	B	190	190	186	158																	
	C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74				
16	A	184	168	160	142	127																
	B	168	168	160	142	127																
	C	168	168	160	142	127	122	118	114	109	104	101	98	94	90	79	72	67				
16	A	175	161	144	135	122	121															
	B	175	161	144	135	122	121															
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
17	A	166	153	139	129	118	116	113														
	B	166	153	139	129	118	116	113														
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
18	A	158	147	135	135	124	114	111	108	105												
	B	150	150	135	123	114	111	108	105	101												
	C	150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60				
19	A	149	141	128	118	109	106	103	101	94												
	B	149	141	128	118	109	106	103	101	94												
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
20	A	142	135	123	113	104	101	99	97	92	90											
	B	142	135	123	113	104	101	99	97	92	90											
	C	—	—	—	—	—	—	—	—	—	—											
21	A	137	128	117	109	101	96	95	94	90	87	84										
	B	124	124	116	108	99	96	95	94	90	89	89										
	C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54				
22	A	131	121	113	106	98	95	92	91	88	85	82	78									
	B	131	121	113	106	98	95	92	91	89	89	89	89									
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
23	A	126	116	108	101	94	91	89	87	84	81	79	76	74								
	B	126	116	108	101	94	91	89	89	89	89	89	89	85								
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
24	A	120	112	104	97	91	88	86	84	81	78	76	74	72	70							
	B	112	112	104	96	91	89	89	89	89	89	89	89	85	85							
	C	112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48				
25	A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61						
	B	111	105	101	95	89	89	89	89	89	89	89	89	85	85	76						
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
26	A	104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53					
	B	104	102	94	92	89	89	89	89	89	89	89	89	89	89	85	76	76				
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
27	A	100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
	B	100	99	95	89	89	89	89	89	89	89	89	89	85	85	76	76	70				
	C	99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
30	A	89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39				
	B	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
	C	88	88	86	80	78	72	72	71	69	67	65	63	61	59	48	43	39				
33	A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
	B	89	89	89	89	89	89	89	89	89	89	89	88	82	82	74	74	69	69	67		
	C	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
36	A	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
	B	89	89	89	89	89	89	89	89	89	89	89	88	81	81	74	74	68	68	67	63	
	C	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
40	B	89	89	89	89	89	89	89	89	89	89	89	89	87	78	78	73	73	67	67	66	63	63
44	B	89	89	89	89	89	89	89	89	89	89	89	89	87	78	78	72	72	66	66	65	63	63
48	B	89	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	65	65	64	63	63
52	B	89	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	64	64	63	63	63
56	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	62
58	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	
56	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64			
60	B	89	89	89	89	89	89	89	89	89	89	89	89	85									

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

7

LOCKHEED SUPER CONSTELLATION (COMBINATION)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

A—applicable only to TCA
B—Not applicable to TCA

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

8 LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
4	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
8	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
10	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	60	55
12	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	55
14	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55
16	170	170	170	170	170	145	135	130	120	115	110	105	105	90	80	75	70	60	55
18	170	170	170	170	156	145	135	125	120	115	110	105	95	85	80	70	68	60	55
20	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	
24	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
26	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
28	170	170	170	170	145	135	130	120	115	115	105	95	90	80	75	68	60		
30	170	170	170	150	140	135	125	120	115	110	105	95	90	80	70	68	60		
32	170	170	170	145	140	130	120	120	115	105	105	95	85	75	70	60	55		
34	170	170	156	145	135	130	120	115	115	105	105	95	80	70	68	60	55		
36	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	55		
38	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60				
40	170	145	135	130	120	115	110	105	100	90	85	75	68	60	55				
41	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

10 DOUGLAS DC-7, 7-B, 7-C

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	8	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27
8	*211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108
9	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97
9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87
12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77
15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68
18	136	126	116	112	108	103	99	96	92	89	85	82	79	73	66	60
21	120	111	103	100	97	93	90	87	85	83	79	76	72	66	60	54
24	105	98	91	90	87	84	81	80	78	76	72	69	65	59	54	49
27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	45
Width	30	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41
only (in	33	83	79	76	73	71	69	67	64	62	60	57	53	49	45	41	38
inches)	36	80	77	75	70	69	67	65	62	59	56	53	49	45	42	38	34

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

*Maximum length of 235 inches applicable to the DC-7C.

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9 CONSOLIDATED CONVAIR

APPLICABLE TO AL, NA AND TW

Second Dimension (In Inches) \ First Dimension (In Inches)	5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

11 BOEING STRATOCRUISER

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
20	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
40	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
80	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
84	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27
88	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27
92	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27
96	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27
100	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27
104	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
108	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
112	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
116	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
120	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
124	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
128	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
132	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
136	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
140	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

CONSOLIDATED CONVAIR

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	A	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
	B	96	96	96	96	96	96	96	96	96	96	91	86	78	78	73	73	73	73	73	73	73	73	73	–
	C	108	108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D	96	96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	73
4	A		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B		96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	–
	C		108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D		96	96	96	96	96	96	96	96	90	84	76	73	73	73	73	73	73	73	73	73	73	73	73
6	A			94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	B			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	–
	C			105	105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
	D			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	73
8	A				92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
	B				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C				105	105	105	105	105	105	105	105	105	96	96	96	96	96	96	88	88	88	88	88	88
	D				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
10	A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
	B					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C					102	102	102	102	102	102	102	90	90	90	90	90	90	90	80	80	80	80	80	80
	D					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12	A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
	B						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C						93	93	93	93	93	93	84	84	84	84	84	84	84	80	80	80	80	80	80
	D						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14	A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
	B							80	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C							84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80	80
	D							80	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64
16	A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	B								70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	59	–
	C								80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	59
18	A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
	B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	54
20	A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	50
22	A											76	76	76	76	76	76	76	76	76	76	76	76	76	76
	B											70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C											80	80	59	59	59	59	59	59	52	52	52	52	52	52
	D											70	70	70	70	70	70	70	70	70	70	70	70	70	46
24	A												72	72	72	72	72	72	72	72	72	72	72		
	B												70	70	70	70	70	70	70	70	70	70	70		
	C												80	53	53	53	53	53	53	53	53	48	48	48	48	–
	D												46	46	46	46	46	46	46	46	46	46	46	46	46	48
	E			105	105	105	104	92	86	78	74	68	64	50	56	52	48	44								43
	F			105		105		84		80		80		58		56		56		56					
26	A														30	30	30								
	B														46	46	46	46	46	46	46	46	46	46	–
	C														48	48	48	48	48	48	48	48	48	48	45
	D														46	46	46	46	46	46	46	46	46	46	41
28	A															30	30								
	B															46	46	46	46	46	46	46	46	46	–
	C															48	48	48	48	48	45	48	48	48	43
	D															46	46	46	46	46	46	46	46	46	40
30	C																48	48	48	48	48	38	38	38	38
32	C																48	48	48	36	36	36	36	36	36
34	C																	48	48	36	36	36	36	36	36
36	E		104	104	98	90	84	78	72	68	64	60	56	52	48	44	40								
	F		104		96		84		80		80		56		42		40	38							
48	E		96	96	88	80	74	68	64	60	56	52	50	46	44	40	36								
	F		96		88		80		80		56		48		42		38	34							

LINE A Applies to AA and MO
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA only
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS
28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 98"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

12 CANADAIR NORTH STAR (ALL-CARGO)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	30	48	62	67	68	69	70	71	71½
1	372	372	312	251	239	227	209	190	166
2	372	372	290	238	226	215	199	183	158
3	372	350	269	227	215	205	190	175	151
4	372	330	255	216	205	196	181	168	146
5	372	310	243	205	195	189	174	161	143
6	372	293	231	196	187	181	167	155	140
7	352	280	220	188	180	174	160	149	122
8	332	266	210	180	173	167	154	144	104
9	313	255	201	173	167	162	147	140	96
10	295	244	192	167	162	155	140	137	91
11	278	235	185	161	157	150	135	133	88
12	262	225	179	157	152	145	130	130	
13	249	217	173	152	146	140	124	115	
14	236	208	167	147	141	135	119	107	
15	226	200	162	143	136	130	114	100	
16	216	193	15.	138	132	125	109	95	
17	206	186	151	134	128	121	105	89	
18	198	180	147	130	123	117	101		
19	190	174	142	125	119	113	98		
20	183	168	138	122	115	109	94		
21	175	163	134	118	111	105	90		
22	169	158	130	114	107	102			
23	163	153	127	111	104	99			
24	158	148	124	108	101	96			
25	153	144	121	105	98	92			
26	149	139	117	102	95				
27	144	135	114	100					
28	139	131	111	98					
29	135	127	108						
30	132	124	103						
31	128	120	102						
32	124	117	100						
33	121	113							
34	117	110							
35	114	107							

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

UMI

13 CANADAIR NORTH STAR (COMBINATION)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	29	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60
2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
8	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
10	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
12	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
14	122	120	118	118	116	114	112	112	108	104	110	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
16	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
18	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47			
22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47			
24	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47				
26	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47				
28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47	47	47	47	47						
30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34															
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32															
37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32															

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

14 DOUGLAS C-47 (ALL CARGO)

WIDTH OR HEIGHT (IN INCHES) — WIDTH ONLY (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	40	*1	48	52	56	60	64	68	72	76	80	84
2	366	366	366	357	357	357	357	353	189	129	109	101
4	366	366	366	357	357	357	357	353	189	129	109	101
8	362	362	357	357	357	357	353	237	161	129	109	97
12	362	357	357	357	357	353	297	177	129	117	97	85
16	357	357	357	357	353	325	213	133	117	105	93	81
20	357	357	357	353	277	253	153	117	105	93	81	
24	325	309	305	285	253	213	117	109	97	85	81	
28	273	265	253	237	217	153	109	97	89	81	81	
32	233	229	217	197	177	121	105	93	85	81	81	
36	201	197	189	177	153	117	105	89	85	81	81	
40	177	173	169	157	141	105	105	85	85	81	81	
44	173	161	157	145	129	105	101	85	81	77		
48	169	133	133	129	117	105	93	81	81	77		
52	117	117	117	117	109	105	85	81	81	77		
56	97	97	97	97	97	85	69	69				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

15-A DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
	MAXIMUM LENGTH – INCHES									
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

15 DOUGLAS DC-6A (ALL CARGO)
DOUGLAS DC-7F (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	80	81	82	83	84	85	86	87	88	89	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	158	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
103	115																		

Width only (In Inches)

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

WIDTH	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	19	20	30	40	80	83
3	A	136	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
28	A	74	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	56	—	—
	C	56	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22 VISCOUNT

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		15	20	25	30	35	40	45	50	52	54	55	56	58	60	65	70	75	80	85	90	95	100
8	A								36	36	36		36	36	36	20	20	18	18	18	18	18	18
10	A								35	35	35		35	35	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	37	37	35			35			18	18	18	18	18	18	18	18	18
12	A								35	35	35		35	20	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	36	36	35			35			18	18	18	18	18	18	18	18	18
14	A								35	35	35		20	20	20	20	20	19	18	18	18	17	17
	B	46	46	46	46	46	35	35	35			35			18	18	18	18	18	18	18	18	18
16	A								34	34	20		20	20	20	20	20	19	18	18	18	17	17
	B	46	46	45	45	45	35	35	35			35			18	18	18	18	18	18	18	18	18
18	A								33	20	20		20	20	20	20	20	19	18	17	17	17	17
	B	46	40	40	40	40	35	35	35			35			18	18	18	18	18	18	18	18	18
20	A								32	20	20		20	20	20	19	19	19	17	17	17	17	16
	B	46	36	36	36	36	31	18	18			18			18	18	18	18	18	18	18	18	15
22	A								30	20	20		19	19	19	19	19	18	17	17	16	16	15
	B	46	36	33	29	21	18	18	18			18			18	18	18	18	18	15	15	15	15
24	A								27	19	19		19	19	19	19	19	18	17	16	15	15	
	B	46	36	30	27	21	18	18	18			18			18	18	18	18	18	15	15	15	15
26	A								25	19	19		19	19	19	18	17	16	15				
	B	46	36	28	24	21	18	18	18			18			18	18	18	18	18				
28	A								21	19	19		18	18	18	18	16	15					
	B	46	36	26	21	21	18	18	18			18			18	18	18	18	18				
30	A								19	19	19		18	18	18	18	15						
	B	46	36	24	21	21	18	18	18			18			18	18	18	18	18				
32	A								18	18	18		18	18	18	17							
	B	46	31	23	21	19	18	18	18			18			15	15	15						
34	A								18	18	18		17	17	17								
	B	46	31	21	21	18	18	18	18			18			15	15	15						
36	A								17	17	17												
	B	35	31	20	20	18	16	16	16			15			12	12	12						
38	A								15														
	B	35	19	19	19	18	15	15	15														

A-applicable to TCA only
B-Not applicable to TCA

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	8	9	10	12	14	16	18	20	22	24	25	28	30	32	34	36	38	40	44
8	320	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
9	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	300	290	280	280	280	280	280	280	280	280	280	280	280
24	300	300	300	300	300	300	300	290	280	196	196	196	196	196	196	196	196	196	196
28	300	300	300	300	300	300	300	290	280	197	197	197	197	197	197	197	197	197	197
28	300	300	300	300	300	300	300	290	280	196	197	196	196	196	196	196	196	196	196
30	300	300	300	300	300	300	300	290	280	196	197	196	196	196	196	196	196	196	196
32	300	300	300	300	300	300	300	290	280	196	197	196	196	196	196	196	196	196	196
34	300	300	300	300	300	300	300	290	280	196	197	196	196	196	196	196	196	196	196
36	300	300	300	300	300	300	300	290	280	196	197	196	196	196	196	196	196	196	196
38	300	300	300	300	300	300	300	290	280	196	197	196	196	196	196	196	196	196	196

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

18 SMITH CURTISS COMMUTER

Use Convair Chart No. 9.

21 VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

100 x 102 x 335

and

74 x 102 x 460

MAXIMUM DIMENSIONS FOR PACIFIC AIR LINES

39 x 45 x 24

23 LOCKHEED SUPER CONSTELLATION (All Cargo)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)		54	60	66	72	
3	A	792	792	696	492	
		840	840	696	486	414
6	A	792	792	624	456	
		840	792	624	462	372
9	A	792	696	528	396	
		840	702	534	402	366
12	A	756	624	492	360	
		762	624	495	366	297
18	A	576	492	396	288	
		576	498	396	293	264
24	A	480	396	312	240	
		480	402	318	246	228
30	A	384	324	264	216	
		390	327	270	216	198
36	A	324	276	228	180	
		324	276	231	189	162
48	A	240	204	180	144	
		240	210	176	144	132
60	A	180	156	132	108	
		186	165	138	110	108
72	A	132	120	108		
		141	117	110		
88		117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

A - Applicable only to EA.

50C BOEING 720

WIDTH IN INCHES

HEIGHT IN INCHES	4	8	12	16	20	24	28	32	36	40	44	48
5	256	(252) 240	(226) 218	(207) 203	(189) 188	176	164	156	149	139	131	120
10	253	(247) 220	(220) 205	(201) 193	(184) 180	170	158	152	145	135	128	118
15	(247) 219	(241) 208	(213) 193	(196) 182	(178) 172	162	153	147	140	131	124	115
20	(242) 208	(231) 200	(207) 183	(187) 172	(172) 163	155	147	141	134	125	119	112
25	(233) 205	(219) 186	(198) 171	(179) 162	(165) 154	147	141	134	127	118	112	107
30	(220) 189	(206) 179	(192) 160	(170) 152	(156) 145	140	133	125	119	110	104	99
35	(203) 168	(193) 155	(182) 146	(159) 141	(147) 136	132	121	113	107	100	95	89
40	(191) 150	(184) 141	(169) 134	(145) 127	(135) 120	112	105	98	92	88	83	78
45	(184) 131	(171) 123	(151) 117	(127) 110	(120) 101	94	88	81	76	72	68	50
50	(174) 118	(153) 110	(129) 102	(105) 93	(98) 84	76	68	62	58	54		
55	(158)	(130)	(104)	(83)								
60	(129)	(100)	(82)									
65	(89)											
68	(81)											

Find length (in inches) at intersection of height and width. Length figures shown in parentheses ( ) can be used only if cargo is inserted diagonally through the door.

50 BOEING 707

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		4	8	12	16	20	24	28	32	36	40	44	48
69	C	81											
68	A	108											
	A	126											
67	C	87											
65	C	94	81										
64	A	140	106										
63	C	102	89										
62	A	152	125										
61	C	110	97	81									
60	A	162	139	101									
59	C	120	106	90									
58	A	171	150	118									
56	A	181	160	130									
	C	133	118	104									
54	A	190	170	141	98								
53	C	146	131	118	95								
52	A	199	180	151	118								
50	A	208	188	160	130								
	D	175	152	138	135	118	97	88	82	54			
	C	159	144	132	117								
48	D	180	161	140	138	128	110	100	91	78	68	52	
47	A	221	201	174	147	121	106	94	84	63	53	--	--
	B	127	120	112	103	95	87	78	70	63	53	--	--
	C	171	156	144	132	118	107	100	70	62	52	--	--
44	A	232	214	186	161	137	123	113	105	96	85	65	--
	B	133	126	118	110	102	95	88	85	82	80	65	--
	C	182	167	156	144	130	119	110	82	80	80	64	--
	D	187	175	156	144	139	130	120	108	96	86	73	52
41	C	193	177	165	153	141	130	118	105	98	81	--	--
40	A	243	229	202	178	156	140	124	114	106	95	85	--
	B	149	141	134	133	130	124	116	109	102	95	85	--
	D	197	185	170	156	144	140	132	120	106	97	86	68
38	C	203	186	173	161	150	138	126	114	107	100	91	55
36	A	250	241	218	195	173	156	138	125	113	106	96	74
	B	69	168	162	153	145	136	128	120	113	106	96	74
	C	209	191	178	165	155	143	131	119	112	105	96	73
	D	209	192	182	166	155	146	141	131	117	106	96	78
33	C	218	200	185	171	160	148	137	126	120	112	103	84
32	A	255	250	233	210	187	168	149	135	125	114	105	87
	B	198	194	182	170	160	148	139	130	122	114	105	87
	D	221	202	192	173	162	150	148	140	131	120	108	91
30	C	226	207	191	177	165	153	142	132	126	118	109	92
28	A	259	257	243	225	200	179	159	149	138	124	113	96
	B	222	215	200	186	174	160	149	139	130	122	113	96
	D	232	211	198	180	167	155	150	148	141	132	120	100
27	C	234	214	197	182	169	157	146	137	131	123	114	98
24	A	263	261	254	238	212	189	179	168	156	140	123	103
	B	242	236	219	202	187	172	158	147	137	128	119	103
	C	241	220	202	187	173	160	149	141	135	128	119	103
	D	241	220	202	187	173	160	155	150	146	140	130	110
21	C	248	225	207	191	176	163	153	143	138	131	123	108
20	A	266	265	261	249	222	212	200	187	173	156	137	109
	B	261	257	238	218	200	183	167	153	143	133	125	109
	D	250	228	208	192	177	173	167	162	155	144	139	129
18	C	253	231	211	194	179	166	155	147	141	135	126	111
16	A	271	268	266	258	249	238	225	210	195	178	161	142
	B	269	268	256	233	213	193	175	159	148	138	129	114
	D	259	235	214	197	192	187	180	173	166	156	144	138
15	C	259	236	215	198	182	169	158	149	143	137	129	115
12	A	273	271	269	266	261	254	243	233	218	202	186	169
	B	272	270	269	248	224	202	181	164	152	141	132	118
	C	264	241	219	202	185	174	160	151	145	139	131	118
	D	264	241	219	214	208	202	198	192	182	170	156	140
9	C	268	246	223	205	188	176	163	153	147	140	132	120
8	A	274	272	271	268	265	261	257	250	241	229	214	197
	B	274	272	271	263	233	209	187	269	155	144	134	121
	D	270	247	241	235	228	220	211	202	192	185	175	161
6	C	272	250	227	208	191	177	165	155	148	141	133	122
4	A	276	274	273	271	266	263	259	255	250	243	232	216
	B	275	274	273	270	240	214	190	172	158	146	135	123
	D	274	270	264	259	250	241	232	221	209	197	187	180
3	C	275	254	230	211	194	179	167	157	149	142	134	123

A-B - TWA, PAA
C - AAL
D - CAL, BNT, WAL

A - Use when package weighs less than 50 kilos and may be turned on side for loading.

B - Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51 DE HAVILAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	
15	78	78	78	78	78	78	78	78	78	
16	78	78	78	78	78	78	78	78		
17	78	78	78	78	78	78	78	78		
18	78	78	78	78	78	78	78			
19	78	78	78	78	78	78	78			
20	78	78	78	78	78	78	78			
22	78	78	78	78	78	78				
24	78	78	78	78	78					
26	78	78	78							
28	78	78								
30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

52 LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)	5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46
24	159	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50
22	161	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51
20	162	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61
18	163	163	168	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69
16	164	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72
14	165	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75
12	165	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
10	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80
5	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80

53A DOUGLAS DC-8
Applicable To DL Only

WIDTH IN INCHES	HEIGHT IN INCHES 6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
	MAXIMUM LENGTH — INCHES																
3	230	217	204	194	191	188	185	183	181	179	178	177	176	175	174	174	172
6	230	216	202	188	184	180	178	175	173	171	170	169	168	167	166	166	166
9	216	190	176	165	163	161	159	157	156	156	155	154	154	153	152	152	152
12	185	172	160	154	153	152	152	150	149	148	146	145	144	143	142	141	140
15	160	160	153	150	150	150	150	147	145	142	140	138	136	135	134	133	131
18	170	157	152	147	147	146	144	141	138	136	134	131	129	128	126	124	120
21	166	154	150	144	142	140	137	136	132	130	127	124	122	120	118	117	113
24	164	151	149	141	137	133	130	127	124	121	119	116	114	110	108	106	101
27	156	148	145	132	125	121	118	114	110	109	104	100	98	95	93	92	88
30	150	146	139	120	111	108	102	97	92	88	85	82	80	79	77	76	73
33	148	143	122	107	91	86	80	76	72	69	67	65	64	62	61	60	59
36	144	140	94	72	68	64	60	58	55	53	51	49	48	47	46	45	44

53 DOUGLAS DC-8
HEIGHT OR WIDTH (IN INCHES)

HEIGHT INCHES	WIDTH IN INCHES 3	6	9	12	15	18	21	24	27	30	33	35
	MAXIMUM LENGTH - INCHES											
6	130	130	130	130	130	130	122	113	105	100	96	93
9	130	130	130	130	130	125	115	106	101	96	91	88
12	130	130	130	130	130	117	107	100	96	90	85	82
15	130	130	130	130	128	112	103	95	90	85	81	78
18	130	130	130	130	125	110	102	93	88	83	77	75
21	130	130	130	130	122	107	99	91	85	78	73	70
24	130	130	130	126	117	106	97	90	82	76	71	67
27	130	130	126	123	114	102	91	80	79	59	59	59
30	130	130	120	120	106	94	84	74	72	55	55	55
33	130	130	115	111	98	88	77	67	67	50	50	50
36	130	130	110	90	75	66	60	55	54	47	47	

53B DOUGLAS DC-8
Applicable to EA and NW Only

WIDTH (IN INCHES)	HEIGHT (IN INCHES) 6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
6	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
9	283	270	258	258	246	246	244	246	236	236	229	224	222	220	217	215	209
12	283	258	240	220	214	208	202	198	192	188	186	183	181	179	177	175	170
15	283	258	220	175	171	[illegible]	168	168	159	159	154	154	154	149	148	147	145
18	283	244	202	168	164	[illegible]	157	154	151	149	146	144	142	140	138	136	132
21	283	236	188	159	154	[illegible]	149	142	139	136	133	130	128	126	124	122	116
24	283	222	181	154	148	144	142	136	132	128	124	121	118	115	112	108	101
27	283	215	175	147	136	136	136	122	122	122	108	108	108	96	94	92	90
30	283	209	170	145	132	132	132	116	116	116	101	101	101	90	90	90	79
33	218	164	128	107	91	86	81	80	79	78	78	77	76	76	75	74	70
36	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

54 FAIRCHILD F-27
(Use DC-3 Chart)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2-6)	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Animals, in excess of 200 lbs	AC(2-6)	N	N	AC(2)	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Apes	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bears, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Bears, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bees	A(2)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpanzees	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	(E)
Chinchillas	AC(2)	N	N	N	AC(2)	42	N	A(2-32)	AC(2)	AC(2)	N
Dogs	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Fish	A(2)	A(2-9)	A(2-9)	AC(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS											
Clams	A(2)	A(2-9)	A(9)	A(2-9)	AC	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(9)	A(50)	AC(2)	N	N	A(50-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	N	A(2)-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2-9)	AC(9)	A(2-23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	A(50)	A(2)-25-50)	A(16a)	A(50-32)	A(50)	A(2-50)	N
Foxes	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Horses, race	N	N	N	N	N	N	N	N	N	N	N
Insects	A(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(2)	A(2-20)
Lions, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Lions, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Livestock	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Calves	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Cattle, grown	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	AC(2)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Horses, draft	N	N	N	N	N	N	N	N	N	N	N
Sheep	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Swine	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Mink	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2-6)	N
Orangoutangs	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Pets, small	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Poultry	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
EXCEPTIONS											
Chicks	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Ducklings	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Goslings	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry, baby	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poults (except turkey)	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
Poults, turkey	AC(2-16-18)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Rabbits	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Reptiles	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Reptiles, small	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	A(2-6)	AC(2-6)	N
Rodents	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
EXCEPTIONS											
Coypu (Nutria)	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Mice	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	A(2)	N
Rats	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Skunks, pet	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Snakes, non-poisonous and harmless	AC(2-6)	N	A(2)	N	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Tigers, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Tigers, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Wolves	AC(2)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Worms	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

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	FT	LX(E)	LC(E)	MO	NA	NE	NO	NW	NY	OZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(F)	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(F)	AC(2-41)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	N	AC(2-41)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Parakeets	A(3)	A	A(2-4)	N	(E)	A(3-31)	(E)	AC(2-41)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Chimpanzees	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(7)	A(3-31)	A(2)	AC(2-41)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50)	A(2-9)	A(2-9)
Lobsters	A(50)	A(50)	A(50)	A(50)	A(50)	A(3-50)	(E)	A(50)	A(50)	A(50)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A3(50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N *	N	AC(2)	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(7)	N	N*	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	AC(2)	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Cattle, uncrated	A(3)	N	N	N	AC(2)	N	N	N	N	N
Goats	A(3)	A(2-6)	A(2-4)	N	AC(2)	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(7)	A(3-31)	N	AC(2)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	A(2-8)
Ducklings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	A(2-8)
Goslings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	A(2-8)
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	A(2-8)
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	A(2-8)
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	A(2-8)
Rabbits	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	AC(2)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	AC(2)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(7)	A(3-31)	N	AC(2-41)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	A(2-4)	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-21)	(E)	AC(2)	A(2-6)	A(2)

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Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2)	N	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	(E)	AC(2)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	N	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC	AC(2a,42a)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	(E)	AC(2)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	(E)	A(23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a-42c)	N	A(9-2)
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	(E)	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	(E)	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	(E)	A(50a)	N	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	(E)	A(50)	A(50-23-27-33a)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	A(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2-42)	AC(2-6)	A(2-20)	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	AC(2-42c)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	AC(2-42a-33a)	N	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42)	A(2-8-23-27-33a)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-33a)	A(2-20)	N
Goslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42)	A(2-8-23-27-33a)	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-33a)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42)	A(2-8-23-27-33a)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
EXCEPTIONS											
Copyu (Nutria)	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	(E)	AC(2)	A(15)	A(2-20)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
(E)-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	DL	EA	FL	FT	LX(E)	LC(E)	MO	NA
Alcoholic Beverages	A(13)	A	A	A(12)	N	N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated	AC	N	N	AC	N	N	N	AC	AC	N	A	N	N	N	AC
Eggs, raw poultry	A	A	A	A(2)	AC	A	A	A	A	A	A	A(2)	A	N	A
Etiologic Agents	A	A	A	A	A	A	A	A	A	N	A	A	A	A	N
Fabrics, in rolls	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A(21)	A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A	A	A	A	A(21)	A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
over 60" in length	A	N	N	AC	AC	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
Foods, perishable	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	AC
On hangers or racks	N	N	N	AC	AC	N	N	AC	N	N	A	A	N	N	AC
Glass, thermo-pane	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5-16)	A(4-5)	N	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Human remains, Infant	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	A(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packing	N	N	N	AC	AC	N	N	AC	AC	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A	AC	A	A	A	A	A	A	A	A(9)	N	A
Perishables not in leak-proof containers where time is principal factor in shipment	A	N	N	A	AC	A	N	A	A	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages	A(12)	(E)	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated	N	N	N	N	N	N	N	A	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry	A	A	AC	A(2)	A	A	N	A	N	A(17)	A	N	A	A	A(2)	A
Etiologic Agents	A	N	N	A	A	N	N	A	A	A	A	N	A	A	A	A
Fabrics in rolls	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(43)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(43)	A	A	A(30)	A	A	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(43)	A	A	A(30)	A	A	N
Not over 60" in length	A(21-31)	N	A	A	N	A	N	A	N	A(43)	A	A	AC	A	A	N
Over 60" in length.	A(21-31)	N	A	A	N	A	N	A	N	A(43)	A	N	AC	A	A	N
Foods, perishable	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(14)	N	AC(4)	A(5)	A(4-5)	N	N	A	N	AC	A(4-5)	N	A(5)	A(5-14-42c)	N	N
Human remains, Infant	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)		A(4-5)				A(4-5)	(E)			N	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-proof containers where time is principal factor in shipment	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

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SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water *container*, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
   1. Must be constructed of wood, metal or composition material of similar strength.
   2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
   3. Must be of sufficient size to permit animal to stand, sit and lie down.
   4. Kennel must be provided with adequate ventilation.
   5. Shipper must provide kennel with animal enclosed and locked.
   6. Shipper must provide adequate bedding material such as shredded paper.
   7. Floor of kennel must provide a means for retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert the full size of the floor extending upwards 1" or more on all four sides.

   CO: will not be accepted on DC-6B or DC-7B aircraft; large kennels will be accepted on Boeing 707 by advance arrangements.

   NA: will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.
8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20" in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL: 20" x 23" x 60") (PI: 42L x 28" W).
15. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1" by 1" slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only — Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
33a. Not accepted on Boeing 720 aircraft.
34. Not accepted on F-27A aircraft.
40. Accepted on speedpak equipment only.
41. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only. Exception: One pet may be carried on DC-4 type aircraft provided advance arrangements have been made with the originating station.
42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
42b. Accepted on Convair 880 aircraft.
42c. Accepted on Boeing 720 aircraft.
43. Flowers can be accepted in boxes up to the following lengths:
   DC-3 aircraft — Up to 60 inches
   Viscount aircraft — Up to 56 inches
   North Star aircraft — Up to 47 inches
44. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.

RECOMMENDED PACKAGING SECTION

50. **Recommended** that fish be contained in a polyethylene bag with a minimum thickness of 0.004 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.

50a. **Recommended** that packaging shall be a basic outer case of double faced corrugated board, lines on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.

51. **Recommended** that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.

51a. **Recommended** that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy five pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.

52. **Recommended** that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."

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ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROLINEAS ARGENTINAS (ARG)

692 ① ③⑥	620 ② ⑤⑦	C-47	621 ① ③⑥	693 ① ③⑥
	0630	Lv BUENOS AIRES. . . Ar	0205	
	0850	Ar BAHIA BLANCA. . . Lv	2355	
	0905	Lv BAHIA BLANCA. . . Ar	2340	
	1150	Ar TRELEW. Lv	2120	
	1205	Lv TRELEW. . . . . Ar	2105	
	1335	Ar COMODORO RIVADAVIA Lv	1945	
	1435	Lv COMODORO RIVADAVIA Ar	1930	
	1545	Ar PUERTO DESEADO. . Lv	1820	
	1600	Lv PUERTO DESEADO. . Ar	1805	
	1705	Ar SAN JULIAN. . . . Lv	1710	
	1725	Lv SAN JULIAN. . . . Ar	1650	
	1755	Ar SANTA CRUZ. . . . Lv	1620	
	1810	Lv SANTA CRUZ. . . . Ar	1605	
	1900	Ar RIO GALLEGOS. . . Lv	1515	
0900		Lv RIO GALLEGOS. . . Ar		1415
1010		Ar RIO GRANDE . . . Lv		1355
1025		Lv RIO GRANDE . . . Ar		1350
1115		Ar USHUAIA Lv		1200

AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 #	583 #	C-46	584 #	582 #	617 ④
1200	0500	0530	Lv MAIQUETIA. . Ar	1015	0920	1515
		0630	Ar BARCELONA. . Lv			
		0645	Lv BARCELONA. . Ar			
		0705	Ar CUMANA . . . Lv			
		0720	Lv CUMANA . . . Ar			
		0740	Ar PORLAMAR . . Lv			
		0755	Lv PORLAMAR . . Ar			
		0815	Lv CARUPANO . . Ar	0830		
	0700		Ar MARACAIBO. . Lv		0720	
			KINGSTON . . Lv			1030
			KINGSTON . . Ar			1000
1830			Ar MIAMI. . . . Lv			0700

AIR FRANCE (AF)

407 ④	2483 # Ex ①	750 ② ④⑤	896 # Ex ①⑦	DC-4	897 # Ex ①⑦	751 ③ ⑤⑥	2482 # Ex ⑦	406 ②
1200				Lv PARIS, Le Bourget . Ar				0730
1230				Ar PARIS, Orly Lv				
1600	0500	1205	0100	Lv PARIS, Orly . . . . Ar	0640	0100	2200	
			0135	Ar LONDON, Central.. Lv	0405			
		1355		Ar FRANKFURT Lv		2300		
		1510		Lv FRANKFURT Ar		2135		
		1650		Ar BERLIN Lv		1950		
	0930			Ar ALGIERS Lv			1730	
				Lv ALGIERS Ar				
2210				Ar TRIPOLI Lv				0320*
2310				Lv TRIPOLI Ar				0235*
0345				Ar FORT LAMY Lv				2000

* Optional Technical Stop

ALL NIPPON AIRWAYS

18 #Ex ①	DC-3	17 #Ex ①
0010	Lv OSAKA . . Ar	0245
0200	Ar TOKYO . . Lv	0030

UMI

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815 ⑥	803 #Ex ⑥⑦	807 #Ex ⑦①	801 #Ex ⑥⑦	855 ⑦	855 ⑤	855 #Ex ⑥⑦	827 #Ex ⑥⑦	825 ⑤	825 #Ex ⑤⑥⑦	DC-7F	816 #Ex ⑤⑥⑦	810 #Ex ⑥⑦	824 #Ex ⑥⑦	824 ⑤	802 #Ex ⑥⑦	828 #Ex ⑥⑦	806 #Ex ⑥⑦	818 ⑥	814 ⑥
2145			2230							Lv BOSTON. . . . . Ar	1348			1825					2025
			2316							Ar HARTFORD. Lv									
			0015							Lv HARTFORD. . . . . Ar									
										Ar NEW YORK (IDL). . . . Lv	1245								
								1050	1050	Lv NEW YORK (IDL). . . . Ar	0924					1137			
	1150									Ar NEW YORK (LGA). . . . Lv							2103		
2303										Lv NEW YORK (LGA). . . . Ar				1715					1915
1230		0150			2250	2250	2230			Ar NEW YORK (EWR). . . . Lv		1130	1600	1600	1836			1320	1750
										Lv NEW YORK (EWR). . . . Ar					1800				
										Ar PHILADELPHIA. Lv					1459				
										Lv PHILADELPHIA. . . . . Ar							2000		
										Ar BALTIMORE Lv							1859		
										Lv BALTIMORE . . . . . Ar									
		0311								Ar WASHINGTON. Lv					1415				
		0425								Lv WASHINGTON. . . . . Ar					1305				
										Ar BUFFALO Lv			1440	1440					
	0300									Lv BUFFALO . . . . . Ar			1326	1326			1710		
	0405									Ar CINCINNATI. Lv							1620		
										Lv CINCINNATI. . . . . Ar									
0256			0257		0116	0116	0045			Ar DTROIT Lv	0725		1215	1215					1555
0420			0415		0235	0235	0205			Lv DETROIT . . . . . Ar	0620		1100	1100					1440
										Ar NASHVILLE Lv					1005				
										Lv NASHVILLE . . . . . Ar					0901				
										Ar MEMPHIS. Lv					0805				
										Lv MEMPHIS. . . . . Ar					0700				
0431		0534	0426					0115	0115	Ar CHICAGO (MDW) Lv	0410	0830	0850	0850				0950	1230
0600		0655	0545					0140	0140	Lv CHICAGO (MDW) . . . . Ar	0247	0630	0734	0734				0830	1100
					0248	0248	0045			Ar CHICAGO (ORD) Lv						2000			
					0418	0418	0205			Lv CHICAGO (ORD) . . . . Ar						1930			
										Ar ST. LOUIS Lv			0615	0615					
										Lv ST. LOUIS . . . . . Ar			0531	0531					
0711	0650				0730	0730				Ar DALLAS. Lv		0330			0520		1200	0530	0800
1030	1020			1130		0920				Lv DALLAS. . . . . Ar		0218			0400		0840	0400	0609
				1248		1038				Ar SAN ANTONIO Lv		0110							
				1418		1200				Lv SAN ANTONIO . . . . . Ar		2306							
				1702		1444				Ar MEXICO CITY Lv		2030							
1324	1314	1129	1015				0635	0610	0610	Ar LOS ANGELES . . . . . Ar			2220	2220		2345	0140		2345
1500			1300				0750		0705	Lv LOS ANGELES . . . . . Ar			2100	2100					
1630			1430				0920		0835	Ar SAN FRANCISCO Lv	1845		1930	1930	2100			2100	

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 #Ex ⑥⑦	337 #	331 ①⑦	353 #	357 ⑦	351 ②③ ④⑤	347 #Ex ①⑦	Bristol 170	348 #Ex ①⑦	352 ②③ ④⑤	358 ⑦	354 #Ex ①⑦	332 ①⑦	338 #	368 #Ex ⑥⑦
0515	1700	0545	2045	1500	1300	0500	Lv MELBOURNE. Ar	1045	1845	2045	0230	1235	2350	1120
	1935		2250	1705	1505	0705	Ar LAUNCESTON Lv	0835	1635	1835	0020			
		0820					Ar HOBART . . Lv					0950	2105	
0705							Ar DEVONPORT. Lv							
0805							Lv DEVONPORT. Ar							
0835							Ar WYNYARD. . Lv							0935

AEROVIAS SUD AMERICANA, INC. (ASAI)

125 C-46 ①	101 DC-4 ②	123 DC-4 ②	301 C-46 ③	101 DC-4 ④	125 C-46 ④	101 DC-4 ⑤		102 DC-4 ②	304 C-46 ③	124 DC-4 ③	302 C-46 ③	132 C-46 ④	102 DC-4 ④	102 DC-4 ⑤	502 C-46 ⑥
1845	0315	2345		0315	1845	0315	Lv TAMPA/ST. PETERSBURG. Ar	1900		2145		1400	1900	1900	1900
2000		0100			2000		Ar MIAMI. . . . Lv			2030					1330
2200		0300			2200		Lv MIAMI. . . . Ar			1900					1200
	0845			0845		0845	Ar GUATEMALA. . Lv								1115
	1015			1015		1015	Lv GUATEMALA. . Ar						1330	1330	1000
	1100			1100		1100	Ar SALVADOR . . Lv	1300							
②		③			⑤		Lv SALVADOR . . Ar								0600
0500		0900			0500					1300		0700			0400
0700			1100		0700		Ar PANAMA . . . Lv		0400		1900				
1030					1030		Lv PANAMA . . . Ar								
1200					1200		Ar QUITO. . . . Lv								
1315					1315		Lv QUITO. . . . Ar		0001						0001
			1400				Ar GUAYAQUIL. . Lv				1600				
							Ar BOGOTA . . . Lv								

BRANIFF AIRWAYS (BN)

851 #Ex ⑦①	C-46	850 #Ex ⑥⑦
0500	Lv CHICAGO (MDW). Ar	0259
0605	Ar KANSAS CITY. . Lv	2359
0635	Lv KANSAS CITY. . Ar	2330
0748	Ar WICHITA. . . . Lv	2220
0820	Lv WICHITA. . . . Ar	2155
f	OKLAHOMA CITY	
1021	Ar DALLAS Lv	2000

UMI

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BRITISH EUROPEAN AIRWAYS (BEA)

10 L ⑦	21 V ④⑤	21 V ④ ⑥	21 V ⑦	16 V Ex ①	36 V ④ ⑤⑦	02 L ⑦	02 L Ex ⑤⑦	06 Y ⑥	36 L ⑤⑥	48 V ⑦	08 V ⑤⑥	08 V ③	V-Viscount Y-York L-Leopard	09 V ④	09 V ⑤⑥	49 Y ⑦	07 L ④⑥	31 Y (6/7)	03 L ⑦	03 L Ex ①⑦	37 V ② ⑤⑦	15 V Ex ①	22 V ⑦	22 V ② ⑤⑥	22 V ④⑤	11 L ①
0230	0001	0001	0100	0105	0205	0045	2300	0230	0230	0400	0045	2350	Lv LONDON . .Ar	0715	0810	2100	1600	1140	0610	0625	0650	0755	0545	0445	0540	1600
0800	0830	0205	0305					0715	0800				Ar PARIS. . .Lv	0930	0925			⑦					0940	0840	0940	1800
								1315	↑				Ar NICE . . .Lv					0810								
								1000	1105				Ar MILAN. . .Lv					1130								
								↓		0730			Ar ROME . . .Lv					⑥								
								1155		1830			Ar ATHENS . .Lv			1450										
						0340					0420	0525	Ar AMSTERDAM Lv				1010		0515	0330						
				0435									Ar BRUSSELS .Lv								0900					
					0410								Ar COPENHAGENLv									0620				

27 L ③	29 Y ⑤⑥	29 D ② ④⑦	25 L ③	Y-York D-DC-3 L-Leopard	30 D ② ④⑦	30 Y ⑤⑥	26 L ③	28 L ③
0030	0030	0030	0305	Lv LONDON . . Ar	1045	0910	1055	0705
0405	0330	0405	↑	Ar DUSSELDORF Lv	↑	↑	↑	0535
	0500	0535	↑	Lv DUSSELDORF Ar	↑	↑	↑	
	0600	0650	0705	Ar FRANKFURT Lv	0820	0730	0835	

BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA 776 C ⑤	BA/EM 778 SC ⑥	BA 978 C ③	BA/EM 980 SC ④	AI 164 SC ④	C - 749 Constellation SC - Super Constellation	AI 163 SC ①	BA/EM 981 SC ⑥	BA 979 C ⑥	BA/EM 779 SC ②	BA 777 C ②
1400	1900	0500	0200	2100	Lv LONDON. . . Lv	1115	1920	2120	2300	2125
		0735		⑤	Ar DUSSELDORF. Lv			2035		
1700	2215		0515	0005	Ar FRANKFURT . Lv		1750		2130	2015
	⑦			0345	Ar ROME. . . . Lv	0815				
1930	0100	1030	0800		Ar ZURICH. . . Lv	②	1510	1745	1920	1745
⑥ 0530		2040		1105	Ar BEIRUT. . . Lv	0230		0915		0915
	1100	④	1810		Ar DAMASCUS. . Lv		0650	⑦	1130	③
1320		0430	0510 ⑤		Ar BAHRAIN . . Lv		0340 ②	0505	⑤	0505
	2300			⑥	Ar KARACHI . . Lv				0400	
				0050	Ar BOMBAY. . . Lv					
2335	①	1445		⑥	Ar DELHI . . . Lv	1730 ①	2110	2130	2330	2130
	0620		1625	1600	Ar CALCUTTA. . Lv	1100	1515		1720	
⑦		2320			Ar RANGOON . . Lv			1400		
0950	1300	⑤	2325 ⑥		Ar BANGKOK . . Lv		①	⑥	1340	1320
		0815	0700		Ar HONG KONG . Lv		0830	0800		
			1235		Ar MANILA. . . Lv				④	②
1540	1845				Ar SINGAPORE . Lv				0930	0830
	2345				Ar DJKARTA . . Lv		⑦		1135	
	0940 ②		2340		Ar DARWIN. . . Lv		0230		0550 ③	
	1920		1045 ⑦		Ar SYDNEY. . . Lv		1800 ⑥		2100 ②	

UMI

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COMPANIA MEXICANA DE AVIACION, S.A.

C-47 ⑦	410C C-47 ⑦	C-47 ⑥	C-54 ④	C-47 ⑥	920C C-82 ④		C-54 ⑤	921C C-82 ④	C-47 ⑥	411C C-47 ⑦	C-47 ⑦
			1300	0700	0700	Lv MEXICO, D.F.. Ar	2310	1520			1825
				0900	0850	Ar GUADALAJARA . Lv		1330			1625
1245	0700	1000	f		0920	Lv GUADALAJARA . Ar	f	1300	1305	1145	1555
f	0745	f	|		|	|	|	f	1100	f
|	0805	|	|		|	|	|	|	1040	|
f	0820	f	|		|	|	|	f	1025	f
|	0840	|	|		|	|	|	|	1005	|
1350	0900	1105	|		|	|	|	1200	0945	1450
			|		1000 Ar MAZATLAN. . . Lv	|	1020			
			|		1030 Lv MAZATLAN. . . Ar	|	0930			
			1810			1320 Ar HERMOSILLO. . Lv	1800	0700			
			1900			1350 Lv HERMOSILLO. . Ar	1715	1700			
			f			1455 Ar MEXICALI. . . Lv	f	1555			
			2215			Ar LOS ANGELES . Lv	1400				

f - Flagstop - Minimum 500 kilos, C-47 equipment; 1,000 kilos, C-54 equipment.

C-54 ⑦	C-47 ③⑤	C-47 ⑥		C-47 ③⑤	C-47 ⑥	C-54 ①
1300	0700	0700	Lv MEXICO, D.F. .Ar	1520	1515	0120
|	|	1000	Ar MONTERREY. . .Lv	|	|	|
|	|	1030	Lv MONTERREY. . .Ar	|	|	|
|	1040	|	Ar NUEVO LAREDO .Lv	1140	|	|
|	|	1125	Ar REYNOSA. . . .Lv	|	1225	|
1630	|	|	Ar SAN ANTONIO. .Lv	|	|	2150
1720	|	|	Lv SAN ANTONIO. .Ar	|	|	2100
1855	|	|	Ar DALLAS Lv	|	|	1925
1945	|	|	Lv DALLAS . . . .Ar	|	|	1835
0020	|	|	Ar CHICAGO. . . .Lv	|	|	1400

611C C-82 ④	631C C-82 ⑦	C-54 ③⑥		C-54 ③⑥	610C C-82 ⑤	630C C-82 ①
0700	0700	1300	Lv MEXICO, D.F. .Ar	2010	1455	1515
0835	0835	f	Ar VERACRUZ . . .Lv	|	|	1340
0905	0905	|	Lv VERACRUZ . . .Ar	|	|	1310
1000	1000	f	Ar MINATITLAN . .Lv	|	1230	|
1030	1030	|	Lv MINATITLAN . .Ar	|	1200	|
1115	1115	f	Ar VILLAHERMOSA .Lv	f	1115	f
1145	1145	|	Lv VILLAHERMOSA .Ar	|	1045	|
1220	1220	f	Ar C.DEL CARMEN .Lv	f	1010	1125
1250	1250	|	Lv C.DEL CARMEN .Ar	|	0940	1055
1335	1335	f	Ar CAMPECHE . . .Lv	f	0855	1010
1405	0700	|	Lv CAMPECHE . . .Ar	|	0825	0940
|	0805	|	Ar CHETUMAL . . .Lv	|	|	0835
1445	|	1610	Ar MERIDA Lv	1710	0745	|

f - Flagstop - Minimum 1,000 kilos.

DELTA AIR LINES (DL)

23X 1 7	25X 6 7	29X 1 7	C-46	20X 6 7 2	22X 6 7	26X 6 7
		0030	Lv NEWARK.....Ar		1143	
		0115	Ar PHILADELPHIA.Lv		1103	
		0205	Lv PHILADELPHIA.Ar		1033	
		0354	Ar CHARLOTTE....Lv		|	
		0434	Lv CHARLOTTE....Ar		|	
	2315	|	Lv CHICAGO.....Ar		|	0820
0200	|	|	Lv DETROIT.....Ar	1200	|	|
0321	|	|	Ar CINCINNATI...Lv	|	|	|
0400	|	|	Lv CINCINNATI...Ar	|	|	|
|	0105	|	Ar MEMPHIS.....Lv	|	|	0440
|	0145	|	Lv MEMPHIS.....Ar	|	|	0400
0613	0429	0602	Ar ATLANTA.....Lv	2040	0600	0258
	0745	0745	Lv ATLANTA.....Ar		0432	0133
	0945	|	Ar ORLANDO.....Lv		|	2313
	1034	|	Lv ORLANDO.....Ar		|	2213
	|	0913	Ar NEW ORLEANS..Lv		0120	|
	|	1013	Lv NEW ORLEANS..Ar		0020	|
	|	1203	Ar HOUSTON.....Lv		2241	|
	|	1243	Lv HOUSTON.....Ar		2201	|
	1147	|	Ar MIAMI.....Lv		|	2100
	|	1408	Ar DALLAS.....Lv		2030	|

EASTERN AIR LINES, INC. (EA)

925 #Ex ⑦①	921 #Ex ⑦①	923 #Ex ⑥⑦	L-1049C	924 #Ex ⑥⑦	926 #Ex ⑥⑦	922 #Ex ⑥⑦
	0230	1145	Lv NEW YORK(IDL)Ar	0505		0635
0330	|	|	Lv CHICAGO. . . Lv	|	1230	|
0646	0556	|	Ar ATLANTA. . . Lv	|	1100	0330
0830	0730	|	Lv ATLANTA. . . Ar	|	2152	0227
|	0803	|	Ar MOBILE . . . Lv	|	|	2359
|	0905	|	Lv MOBILE . . . Ar	|	|	2303
|	0948	|	Ar NEW ORLEANS. Lv	|	|	2220
|	1045	|	Lv NEW ORLEANS. Ar	|	|	2117
|	1213	|	Ar HOUSTON. . . Lv	|	|	2000
|	|	0630	Ar SAN JUAN . . Lv	2350	|	|
|	|	0830	Lv SAN JUAN . . Ar	2150	|	|
1047	|	1010	Ar MIAMI. . . . Lv	1700	1930	|

FLYING TIGER LINE (FT)

182 #Ex ⑦	184 #Ex ⑦	282 #Ex ⑦	382 #Ex ⑥⑦	382 #Ex ⑥	L-1049H	181 #Ex ⑦	183 #Ex ⑦①	281 #Ex ⑥⑦	283 #Ex ⑦①
			1930		Lv SEATTLE . . . . . .Ar			1700	
			2015		Ar PORTLAND. Lv			|	
			2115		Lv PORTLAND. . . . . .Ar			|	
		2000	0030		Ar SAN FRANCISCO/OAKLAND. . Lv			1510	
		|	0140	2300	Lv SAN FRANCISCO/OAKLAND . .Ar			0930	1530
T1700	T1700	|	|	|	Lv SAN DIEGO . . . . . .Ar	T0800	T0800	|	T0800
|	|	|	|	LOS ANGELES (BUR) Lv	|	|	|	1400
2230	2300	|	|	|	Lv LOS ANGELES (BUR) . . . .Ar	0615	1735	|	1145
|	|	|	|	0625 Ar MINNEAPOLIS/STP Lv	|	|	|	|
|	|	|	|	0655 Lv MINNEAPOLIS/STP . . . .Ar	|	|	|	|
0630	|	0430	1010	0840	Ar CHICAGO (MDW) Lv	0115	|	0405	|
0745	|	0545	1120	1040	Lv CHICAGO (MDW) . . . . . .Ar	0045	|	0250	|
T1130	|	T1130	T1130	T1130	Ar MILWAUKEE Lv	T2200	|	T2200	|
T0800	|	T0800	T0800	T0800	Ar SOUTH BEND. Lv	T1800	|	T1800	|
T0700	|	T0800	T0700	T0700	Ar GRAND RAPIDS. Lv	T1700	|	T1700	|
0950	|	|	|	1245	Ar DETROIT Lv	|	1230	0230	0635
|	|	|	|	1330	Lv DETROIT . . . . . .Ar	|	|	0115	0520
T0700	|	|	|	T0700	Ar DETROIT Lv	|	T1900	T1900	T1900
|	|	|	1345	|	Ar CLEVELAND Lv	|	|	|	0435
|	|	|	1445	|	Lv CLEVELAND . . . . . .Ar	|	|	|	0305
|	|	|	T2000	|	Ar AKRON Lv	|	|	|	T1830
|	|	|	T2000	|	Ar BUFFALO Lv	|	|	|	T1600
|	|	|	1605	1515	Ar BINGHAMTON. Lv	|	|	|	|
|	|	|	1715	1625	Lv BINGHAMTON. . . . . .Ar	|	|	|	|
|	|	|	T0800	T0800	Ar ALBANY. Lv	|	|	|	|
|	|	|	T0800	T0800	Ar ROCHESTER . . . . . .Ar	|	|	|	|
|	1030	|	1810	1720	Ar NEW YORK (EWR). Lv	2230	|	2300	0115
|	1730	|	|	0300	Lv NEW YORK (EWR). . . . . .Ar	|	|	|	2355
|	1205	0920	T0730	T0730	Ar NEW YORK (IDL). Lv	T1900	|	T1900	|
|	|	1120	|	|	Lv NEW YORK (IDL). . . . . .Ar	|	|	|	|
|	|	1200	|	|	Ar NEW YORK (EWR). Lv	|	|	|	|
|	T1500	T1500	T0200	T0200	Ar PHILADELPHIA. Lv	|	|	T1900	|
|	|	|	|	HARTFORD/SPRINGFIELD. . .Ar	|	|	|	2300
|	|	|	|	HARTFORD/SPRINGFIELD. . .Lv	|	|	|	2145
|	1845	|	|	|	Ar BOSTON. Lv	|	|	|	2100
|	T0930	|	|	|	Ar PROVIDENCE. Lv	|	|	|	T1500

T - Expedited Motor Connections.

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INDIAN AIRLINES (IAC)

Douglas Freighter Read Down	311 ✕	313 ✕	315 ✕	317 ✕	319 ✕	321 ✕	323 ✕	331 ✕	333 ✕	335 ✕	337 ✕	339 ✕	341 ✕	343 ✕	345 ✕	347 ✕	349 ✕	351 ✕	353 ✕	355 ✕	357 ✕	359 ✕	361 ✕	381	381	391 ⑤	376
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																			0505	
GAUHATI, Kahikuchi...Lv								↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓			0635	0800
AGARTALA, Singerbhil..Ar								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505				0905
BAGDOGRA .....Ar																								0855	0545		
MOHANBARI, Mcpl....Ar																										0825	

RETURN Read Down	318 ✕	316 ✕	314 ✕	312 ✕	324 ✕	322 ✕	320 ✕	332 ✕	334 ✕	336 ✕	338 ✕	344 ✕	340 ✕	342 ✕	346 ✕	350 ✕	352 ✕	354 ✕	348 ✕	356 ✕	358 ✕	360 ✕	362 ✕	364 ✕	366 ✕	382	382	392 ⑤	375
MOHANBARI, Mcpl....Lv																										0855	
BAGDORA Lv																											
AGARTALA, Singerbhil. Lv																								0615	0925		
GAUHATI, Kahikuchi...Ar								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720	1035	0620
GAUHATI, Kahikuchi...Lv	1145	0735	0705	0636	1630	1255	1220																			1105	0725
CALCUTTA, Dum Dum..Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

Douglas Freighter Read Down	365 ✕	363 ✕	325 ⑦ ③	327 ② ⑤	329 ① ④ ⑥	373 ✕	373 ✕	373 ⑦ ③ ④	393 ✕
CALCUTTA.....Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA .....Ar	1650	1550							
KAILASHAHAR .....Ar			0945						
KAMALPUR .....Ar				0935					
KHOWAI.....Ar					1335				
SILCHAR .....Ar						1050	1005	1050	
SILCHAR Lv								1110	
IMPHAL.....Ar								1150	
RUPSI									0945

RETURN Read Down	394 ✕	373 ⑦ ③ ④	374 ✕	374 ① ② ⑤ ⑥	330 ① ④ ⑥	328 ① ③ ⑥	326 ⑦ ② ③ ⑤
RUPSI.....Lv	1015						
IMPHAL Lv		1210					
SILCHAR .....Ar		1250					
SILCHAR.....Lv		1310	1035	1120			
KHOWAI Lv					1400		
KAMALPUR Lv						1005	
KAILASHAHAR Lv							1015
AGARTALA .....Ar							
CALCUTTA .....Ar	1200	1515	1240	1325	1525	1140	1200

IRISH INTERNATIONAL AIRLINES (ALT)

82M: #Bx ⑥	830 ③	842 ④	822 ② ⑦	820 ④ ⑧	870 ⑥	1011 ⑦	800 ① ② ④ ⑤	894 ②	852 ① ③ ④	850 ②	C-47	821 #Bx ②	831 ② ④	861 ②	863 ③	821 ④ ⑦	823 ⑤ ⑧	841 ③	843 ⑤	831 ③	821 #Bx ⑥
2020	1105	1725	1225	1150	1050	1050	1310	1150	1200	1105	Ar DUBLIN . . . . . Ar	1000	1045	1045	1200	1740	1700	2010	2240	1545	1550
					1155	1155					Ar SHANNON Lv										
					1250						Lv SHANNON . . . . . Ar										
					1330	1320					Ar LONDON Lv	1220									
2139								1130	1140	1240	Ar BRISTOL Lv		1505								
											CARDIFF Lv			1510	1620						
	1230	1400	1450	1220							Ar MANCHESTER Lv					1620	560				
											Ar BIRMINGHAM Lv							1730	2035		
											Ar GLASGOW Lv									1430	

INT & CIA. S.A. (INI)

190 ③	C-54	191 ⑦
0800	Lv BUENOS AIRES . . . Ar	2200
1130	Ar SANTIAGO Lv	1630
1230	Lv SANTIAGO . . . . . Ar	1530
1945	Ar LIMA Lv	0615
2100	Lv LIMA . . . . . Ar	0515
0515	Ar PANAMA Lv	2100
0615	Lv PANAMA . . . . . Ar	2000
1215	Ar MIAMI. Lv	1400

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

KLM ROYAL DUTCH AIRLINES (KL)

SR 705 ♦ ② ③④⑤⑥	KL5 ♦ ② ③④⑤⑥	KL41 ♦ ② ③④⑤⑥	SN 103 ♦ ② ③④⑤⑥	KL9 ♦ ④⑤	KL7 ♦ ①	KL3 ♦ ② ③④⑤⑥	KL1 ♦ ② ③④⑤⑥	KL64 ▲ ⑦	KL62 * ②⑤	*Super Constellation ▲-DC-6A ♦-DC-3	KL61 ▲ ③	KL63 * ⑤	KL65 * ①	KL2 ♦ ② ③④⑤⑥	KL2 ♦ ① ②③④⑤	KL8 ♦ ④ ⑤⑥	KL4 ♦ ② ③④⑤⑥	SN 104 ♦ ② ③④⑤⑥	KL42 ♦ ② ③④⑤⑥	KL6 ♦ ② ③④⑤⑥	SR 704 ♦ ② ③④⑤⑥
								1130	2330	Lv NEW YORK.....Ar	16▲50	16▲15	09▲45								
								①	|	MONTREAL.....Lv	15▲00	14▲30	08▲00								
										MONTREAL.....Ar	14▲00	13▲30	07▲00								
													7								
								0555	1745	Ar GLASGOW.....Lv	03▲45	03▲45	21▲15								
								0655	1845	Lv GLASGOW.....Ar	0215	0215	1945								
								1000	2145	Ar AMSTERDAM.....Lv	0100	0100	1830								
0340	0350	1440	0345	2030	1730	1600	0415			Lv AMSTERDAM.....Ar				0315	0235	1120	2120	0250	2105	0245	0300
|	|	|	|	2130	1830	1700	0515			Ar LONDON (North)Lv				0025	2345	0830	1830	|	|	|	|
|	|	1645	0445							Ar BRUSSELS.....Lv								0145	1900	①	
|	|	|	|							Ar PARIS (ORLY)..Lv										②③④⑤	
|	0635	|	|																	2350	
|	|	|	|							Ar COPENHAGEN....Lv											
0610	|	|	|							Ar BASLE.....Lv											0020
|	|	|	|																		①
|	|	|	|																		②③④⑤
0640	|	|	|							Lv BASLE.....Ar											2350
0715	|	|	|							Ar ZURICH.....Lv											2310

NOTE: Add one hour to GLASGOW and LONDON after April 18, to MONTREAL and NEW YORK after April 25.
▲ - No local traffic.

LANICA AIRLINES (NI)

401 ① ④⑥	C-46	402 ① ④⑥
0600	Lv MIAMI Ar	0530
1015	Ar MANAGUA Lv	1130

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ② ⑤⑥	C-46	616 ① ③⑤
0600	Lv MIAMI . . . . Ar	1400
0810	Ar GRAND CAYMAN. Lv	|
0900	Lv GRAND CAYMAN. Ar	|
1130	Ar SAN JOSE, C.R.Lv	0700

LINEA AEROPOSTAL VENEZOLANA (LV)

262 #Ex ⑦	264 ③		265 ③	263 #Ex ⑦
0600	0500	Lv MAIQUETIA. . Ar	1630	1500
|	|	Ar KINGSTON . . Lv	1510	|
|	|	Lv MARACAIBO. . Ar	1445	|
1300	|	Ar MIAMI. . . . Lv	|	0700
|	0900	Ar PANAMA . . . Lv	1100	

UMI

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LUFTHANSA GERMAN AIRLINES

LH041 #Ex ⑦②	U.S.A.- Europe Super Constellation	LH040 #Ex ⑦①
2100	Lv NEW YORK . . . . Ar	0950
1600	Ar FRANKFURT. . . . Lv	2355

LH030 V ④⑤	LH032 V #Ex①	BEF28 L ③	BEF30 York ⑥	BEF30 DC-3 ②④ ⑤⑦	BEF26 L ③	England	BEF29 York ⑥	BEF29 DC-3 ②④ ⑤⑦	BEF27 L ③	BEF25 L ③	LH031 V ⑤⑥	LH033 V #Ex①
2300			0730	0820	0835	Lv Frankfurt. . . Ar	0600	0650		0705	0715	
						Ar DUSSELDORF . . Lv	0500	0535				
	0115	0535				Lv DUSSELDORF . . Ar	0330	0405	0405			0710
0045	0225	0705	0910	1045	1055	Ar LONDON Lv	0030	•0030	0030	0305	0330	0400

V - Viking L - Leopard V - Viking L - Leopard

LH023 V #Ex①	LH024 V #Ex⑦	LH020 V #Ex⑦	LH027 V #Ex⑦	Intra-German Service	LH022 V #Ex⑦	LH024 V #Ex⑦	LH021 V #Ex①	LH026 V #Ex⑦
		1710		Lv HAMBURG. . . . . Ar			0100	
		1755		Ar BREMEN Lv				
		1830		Lv BREMEN . . . . Ar				
		1905		Ar HANOVER. . . . Lv				
		1945		Lv HANOVER. . . . Ar				
0750			2025	Lv DUSSELDORF . . Ar	1940			0035
				Ar COLOGNE/BONN . Lv	1710			
				Lv COLOGNE/BONN . Ar	1825			
0850		2105	2130	Ar FRANKFURT. . . Lv	1730		2310	2330
	1600			Lv FRANKFURT. . . Ar		2200		
				Ar STUTTGART. . . Lv		2105		
				Lv STUTTGART. . . Ar		2020		
	1700			Ar NUREMBERG. . . Lv				
	1745			Lv NUREMBERG. . . Ar				
	1835			Ar MUNICH Lv		1920		

V - Viking

MARITIME CENTRAL AIRWAYS (MAR)

514 ①④	525 ②④ ⑤	DC-3 C-46 DC-4	515 ①④
1100	1000	Lv MONCTON. . . Ar	1520
	1330	Ar GOOSE BAY. . Lv	
1130		Ar CHARLOTTETOWN Lv	1450
1200		Lv CHARLOTTETOWN Ar	1420
1240		Ar HOUSE HARBOR Lv	1340

MALAYAN AIRWAYS (MAL)

122 #	106 #	DC-3
0425	0455	Lv SINGAPORE
0555		Ar KUALA LUMPUR
	0700	Ar IPOH
	0730	Lv IPOH
	0810	Ar PENANG

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	DC-3 Read Down / Read Up	785 ⑥
0500	0500	0500	Lv PERTH ..... Ar	2345
0645	0645		Ar GERALDTON Lv	
0705	0705		Lv GERALDTON ..... Ar	
0900	0900		Ar CARNARVON Lv	
0920	0920		Lv CARNARVON ..... Ar	
			MORAWA Lv	
			YALGOO Lv	
			YALGOO ..... Ar	
		0715	Ar MT. MAGNET Lv	
		0735	Lv MT. MAGNET ..... Ar	
			WILUNA Lv	
		0825	Ar MEEKATHARRA Lv	
		0845	Lv MEEKATHARRA ..... Ar	
		1050	Ar WITTENOON Lv	
		1120	Lv WITTENOON ..... Ar	
1125	1125		Ar ONSLOW Lv	
1200			Lv ONSLOW ..... Ar	
1300	1250		Ar ROEBOURNE Lv	
1350	1340	1220	Ar PT. HEDLAND Lv	
1420	1410	1240	Lv PT. HEDLAND ..... Ar	
1450	1450		Lv DE GREY Lv	
1500	1450		Lv PARDOO Lv	
1550	1540		Lv WALLAL ..... --	
1610	1600		Lv MANDORA ..... --	
		1415	Lv ANNA PLAINS ..... --	
1720	1710	1510	Lv BROOME ..... --	
1815	1805	1605	Ar DERBY Lv	0700

MIDDLE EAST AIRLINES (MEA)

720	616	618	770	774	DC-4 Read Down / Read Up	771	775	615	721	617
3	3	5	⑥	7		6	7	1	3	3
	0400	0400			Lv LONDON...Ar			0945		0945
	0920	0920			Ar ROME.....Lv			0400		0400
	1020	1020			Lv ROME.....Ar			0300		0300
	1510	1510			Ar ATHENS...Lv			2		4
	1610	1610			Lv ATHENS...Ar					
	2000	2000			Ar BEIRUT...Lv			2100		2100
0200			0200	0001	Lv BEIRUT...Ar	1145	1530		1330	
					Ar BAGHDAD..Lv				1130	
					BAGHDAD..Ar				1030	
0715			0715		Ar KUWAIT...Lv	0830			0830	
				0830	Ar DHAHRAN..Lv					
				0930	Lv DHAHRAN..Ar					
				0915	Ar DOHA.....Lv					
				1015	Lv DOHA.....Ar					
				1100	Ar BAHRAIN..Lv		1200			

NATIONAL AIRLINES, INC.

98 # EX ⑥⑦	1049-H CONSTELLATION STAR AIRFREIGHTER	99 # EX ⑦①
1900	Lv MIAMI.....Ar	0800
1955	Ar ORLANDO.....Lv	
2040	Lv ORLANDO.....Ar	
0045	Ar PHILADELPHIA.....Lv	
0130	Lv PHILADELPHIA.....Ar	
0206	Ar NEW YORK (IDL)...Lv	0440

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHWEST AIRLINES (NW)

528 #	529 #	DC-6A		528 #	528 #
	0430	Lv	NEW YORK(IDL) Ar		0138
	0705	Ar	DETROIT. . . Lv		2320
	0800	Lv	DETROIT. . . Ar		2225
	|	Ar	CHICAGO. . . Lv	0855	|
0855	|	Lv	CHICAGO. . . Ar	0655	|
|	0822	Ar	MILWAUKEE. . Lv	|	2010
|	0930	Lv	MILWAUKEE. . Ar	|	1925
1045	1105	Ar	MINNEAPOLIS. Lv	|	1800
1330	1330	Lv	MINNEAPOLIS. Ar	|	1045
|	|	Ar	PORTLAND . . Lv	2245	
|	|	Lv	PORTLAND . . Ar	2200	
1720	1720	Ar	SEATTLE. . . Lv	2100	

583 #Ex ⑥	581 ⑤	DC-6B		582 #
0915	2330	Lv	SEATTLE. . . Ar	2145
1315	0320	Ar	ANCHORAGE. . Lv	1415

OLYMPIC AIRWAYS

⑦	York Freighter			①
0430	Lv	LONDON. . . .	Ar	1315
1555	Ar	ATHENS. . . .	Lv	0500

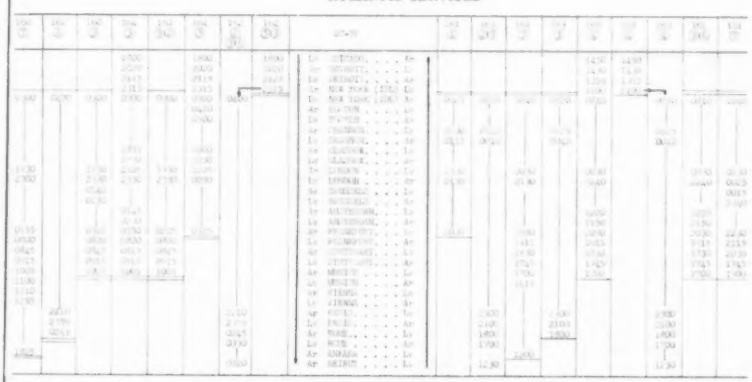
PACIFIC NORTHERN AIRLINES (PN)

3	3	5	1B	1A	1	Lockheed Constellation Speedpak	2	2A	2B	4	4	6
2 3 4 5 6 7	1 2 3 4 5	X	2 4 5	1 5	3 7	Read Down / Read Up	1 2 4 6	5	3 7	X	1 2 3 4 5	2 3 4 5 6 7
	2340					Lv PORTLAND					2250	
	0030					Ar SEATTLE - TAKOMA					2200	
0120		0830	0730	0730	0730	Lv SEATTLE - TAKOMA						
			1010	1010	1010	Ar KETCHIKAN (Annette Is.)	1715	1715	1715	2125		0500
			1155	1155	1155	Lv JUNEAU	1445	1445	1445			
			1300	↓	↓	Ar YAKUTAT	1300	1300	1300			↑
			1330	1240	↓	Lv	↑	F ↑	1000			1 2 3
0500		1210	1450	1400	1320	Ar CORDOVA	0820	0820	↑	↑		4 5 6
						Lv	0700	0700	0700	1400		2135
						Ar ANCHORAGE						

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES



ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size, the above transatlantic all-cargo services will call at one additional city on the following schedule:

EASTBOUND			Minimum Trans-atlantic Load	WESTBOUND			Minimum Trans-atlantic Load
Baltimore/ Washington	Lv	Th Sa	2230 1500 kg	Amsterdam	Lv	Su	2220 400 kg
Philadelphia	Lv	Th Sa	2230 1000 kg	Prestwick	Lv	We Fr	0350 500 kg
Boston	Lv	Tu We Th	0500 400 kg	Shannon	Lv	We	0400 400 kg
Gander	Ar	We Fr	0840 *	Gander	Lv	Mo	0815
Brussels	Ar	We Th Fr Su	0040 400 kg	Gander	Lv	We Th Fr	0745 *
Amsterdam	Ar	We Th	0050 400 kg	Gander	Lv	Sa	1115
Dusseldorf	Ar	Mo We Fr	0100 400 kg	Gander	Lv	Su	0945
Dusseldorf	Ar	Sa Su	0200 400 kg	Boston	Ar	Mo	0930 400 kg
				Boston	Ar	We Th Fr	0910 400 kg
				Boston	Ar	Sa	1225 400 kg
				Boston	Ar	Su	1110 400 kg

*1000 kg minimum load to/from Gander.

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	DC-7			392 ⑥
2359	Lv	MIAMI. . . .	Ar	1805
0405	Ar	PANAMA . . .	Lv	1400
0630	Lv	PANAMA . . .	Ar	1210
f	Ar	CALI	Lv	f
f	Ar	QUITO. . . .	Lv	f
f	Ar	GUAYAQUIL. .	Lv	f
f	Ar	TALARA . . .	Lv	f
1140	Ar	LIMA	Lv	0700
0600	Lv	LIMA	Ar	1820
f	Ar	ARICA. . . .	Lv	
f	Ar	ANTOFAGASTA.	Lv	
f	Ar	LA PAZ . . .	Lv	f
f	Ar	COCHABAMBA .	Lv	f
1210	Ar	SANTIAGO . .	Lv	1400

PAA-U.S.A.-PACIFIC

879 ③ ⑦②	879 #Ex ⑦	DC-7F		878 ⑤	878 #Ex ②⑤
	2300	Lv	SAN FRANCISCO. Ar	0925	0615
	|	Ar	LOS ANGELES. . Lv	0745	|
	|	Lv	LOS ANGELES. . Ar	0645	|
	0530	Ar	HONOLULU . . . Lv	1945	1945
0900	|	Lv	HONOLULU . . . Ar	1820	1820
2025	|	Ar	TOKYO. Lv	0100	0100

UMI

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PAA

U.S.A.—LATIN AMERICA

323 #Ex ①②	303 ⑥	353 #Ex ④⑤	301 ①② ④⑥	339 #Ex ③	C-54	302 #Ex ⑥⑦	304 ②	340 ⑥	342 ②④ ⑤⑥	324 ①	354 #Ex ③④ ⑤	322 ③ ⑤⑥	344 ⑥
			2345	2300	Lv NEW YORK . . . . Ar	0550							
0330	1100	0530			Lv MIAMI . . . . . Ar		1445	0220	1850	1200	1305	1700	0120
		0835			Ar KINGSTON Lv						1000	f	
0930			0830		Ar PORT AU PRINCE . Lv							f	
					Ar SAN JUAN Lv	2300 ①						1115	
1115			0945			2130							
	1820		1200	0610	Lv SAN JUAN . . . . Ar	1830	f	2030	1300				1930
1530	1900				Ar CARACAS Lv		f			0600			
					Lv CARACAS . . . . Ar		f						
					Ar PORT OF SPAIN . Lv		f						
					Ar GEORGETOWN . . . Lv		f						
					Ar PARAMARIBO . . . Lv		f						
					Ar CAYENNE Lv		f						
	0440				Ar BELEM Lv		0300						
	0530				Lv BELEM . . . . . Ar		0205						
	1245				Ar RIO DE JANEIRO . Lv		1845						
	1345				Lv RIO DE JANEIRO . Ar		1715						
	f				Ar SAO PAULO . . . Lv		f						
	f				Ar MONTEVIDEO . . . Lv		f						
	2020				Ar BUENOS AIRES . . Lv		1115						

(PAA)

385 DC-7F ⑥	371 ⑤⑦	363 ④	369 DC-7F ⑤	365 ①④ ⑤	373 DC-6A ⑦	383 ④	361 ②⑥	375 ⑥		374 ⑤⑦	376 ④	372 ②	384 ③	362 ④	382 ③	362 DC-7F ⑦	352 ⑤⑦ ②	364 ④	392 DC-6A ⑥	386 DC-7F ⑤	312 ③	372 ⑥
2230									Lv SAN FRANCISCO Ar											1805		
0001									Ar LOS ANGELES . Lv											1530		
0030									Lv LOS ANGELES . Ar											1400		
	0730					0715			Ar NEW ORLEANS . Ar			1705										1715
0855	0910								Ar HOUSTON . . . Lv				1439									
1000	1030	0530	0500	2230	2359		0315		Lv HOUSTON . . . Ar					1845	1900	2015	0019	1745	1805		1515	
		0645				1100			Lv MIAMI . . . . Ar												1400	
		0815				1200			Ar HAVANA Lv				1119									
						1320			Lv HAVANA . . . . Ar				1415									
									Ar MEXICO Lv				0700		1300	1600				1819		
1410	1600		0715				0715		Lv MEXICO . . . . Ar													
	①								Ar GUATEMALA . . Lv				0420									
1700	0815					1620	0815			0620												
		1230					0900	1000	Lv GUATEMALA . . Ar	f	f	1200	f	1400				1200				
									Ar SAN SALVADOR . Lv	f	1100		f									
									Lv SAN SALVADOR . Ar	f	f		f									
									Ar TEGUCIGALPA . Lv	f	f		f									
									Lv TEGUCIGALPA . Ar	f	f		f									
									Ar MANAGUA . . . Lv	f	f		f									
									Lv MANAGUA . . . Ar	f	f		f									
									Ar SAN JOSE . . . Lv	f	f		f									
									Lv SAN JOSE . . . Ar	f	f		f									
2215	1520		0400	0400	2130			1330	Ar PANAMA CITY . Lv	0600	0800		0400									
				PS720																		
1100				0630	1100				Lv PANAMA CITY . Ar													
1700				1140	1700				Ar CARACAS . . . Lv													
									Ar LIMA Lv													

QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

C - 749 Constellation
SC - Super Constellation

BA 776 C ⑤	BA/EM 778 SC ⑥	BA 978 C ③	BA/EM 980 SC ④	AI 164 SC ④		AI 163 SC ①	BA/EM 981 SC ⑥	BA 979 C ⑥	BA/EM 779 SC ②	BA 777 C ②
1400	1900	0500	0200	2100	Lv LONDON . . . Lv	1115	1920	2120	2300	2125
		0735		⑤	Ar DUSSELDORF . Lv			2035		
1700	2215		0515	0005	Ar FRANKFURT . . Lv		1750		2130	2015
	⑦			0345	Ar ROME Lv	0815				
1930	0100	1030	0800		Ar ZURICH . . . Lv	②	1510	1745	1920	1745
⑥ 0530		2040		1105	Ar BEIRUT . . . Lv	0230		0915		0915
	1100	④	1810		Ar DAMASCUS . . Lv		0650	⑦	1130	③
1320		0430	0510 ⑤		Ar BAHRAIN . . Lv		0340 ②	0505	⑤	0505
	2300			⑥	Ar KARACHI . . Lv				0400	
				0050	Ar BOMBAY . . . Lv					
2335	①	1445		⑥						
	0620		1625	1600	Ar DELHI . . . Lv	1730 ①	2110	2130	2330	2130
⑦		2320			Ar CALCUTTA . . Lv	1100	1515		1720	
0950	1300	⑤	2325 ⑥		Ar RANGOON . . Lv			1400		
		0815	0700		Ar BANGKOK . . Lv		①	⑥	1340	1320
			1235		Ar HONG KONG . Lv		0830	0800		
1540	1845				Ar MANILA . . . Lv				④	②
	2345				Ar SINGAPORE . Lv				0930	0830
	0940 ②		2340		Ar DJKARTA . . Lv		⑦		1135	
	1920		1045 ⑦		Ar DARWIN . . . Lv		0230		0550 ③	
					Ar SYDNEY . . . Lv		1800 ⑥		2100 ②	

RIDDLE AIRLINES (RD)

201 ✠Ex ⑦	205 ✠	207 ✠Ex ⑥⑦	203 ✠Ex ⑥⑦	431 ✠Ex ⑦①	403 ✠Ex ⑥	405 ✠Ex ⑥⑦	451 ✠Ex ⑥⑦	453 ✠Ex ⑦①	301 ✠	C-46	202 ✠Ex ⑦	204 ✠	208 ✠Ex ⑥⑦	342 ✠Ex ⑥⑦	404 ✠Ex ⑥	406 ✠Ex ⑥⑦	432 ✠Ex ⑦①	434 ✠Ex ⑦①	322 ✠Ex ⑥⑦	302 ⑥ ⑦
		2300								Lv BOSTON . . . . Ar			0840							
2330	0010	0010								Ar NEW YORK (IDL) . Lv			0730							
		0115								Lv NEW YORK (IDL) . Ar	2025	0535	0520							
			0100							Lv NEWARK (EWR) . . Ar									2240	
		0210	0140							Ar PHILADELPHIA . . Lv		0445	0430						2200	
		0315	0255							Lv PHILADELPHIA . . Ar		0330	0343						2058	
				0030	2300	1300				Lv CHICAGO (MDW) . Ar				0700	0630	0430				
					0050 ✠					Ar INDIANAPOLIS . Lv					0630					
					0200					Lv INDIANAPOLIS . Ar					0930 ✠					
							2330	0230		Lv DETROIT . . . . Ar							0600	0600		
							0015			Ar CLEVELAND . . . Lv							0715			
							0130			Lv CLEVELAND . . . Ar							0627			
					0425	1715	0437	0543		Ar ATLANTA Lv					0300	0215	0315	0240		
		0810			0600	1815				Lv ATLANTA . . . . Ar					0200	0115				
		0945			0815	2030				Ar ORLANDO Lv			2300			2300			1615	
		1020			0915					Lv ORLANDO . . . . Ar			2105						1515	
					1015					Ar TAMPA Lv			2030							
					1045 ✠					Lv WEST PALM BEACH Ar										
0530	0540		0735	0730	1118					Ar MIAMI Lv	1500	2230		0145	2245				1400	1145
	0610		1030	1030 ✠					2200	Lv MIAMI . . . . . Ar				0345					1145	0800
			1655	1655					0425	Ar SAN JUAN. . . . Lv				1930 ✠					0800	

✠ IND & PBI Sunday Demand Service
✠ MIA & SJU Saturday Demand Service

✠ IND Sunday Demand Service
✠ MIA SJU Monday Demand Service
• Does not operate IDL/BOS Saturday or Sunday

RUTAS AEREAS NACIONALES (RANSA)

③			①		④	②	⑤	⑦	C-46; C-47	②	⑤	⑦	①	④	③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv MIAMI, International.....Ar	1415	1800	2045	1900	1800	1400	0415	1800	1415
									BARCELONA, Muntadas.....Lv				1200					
									BARCELONA, Muntadas.....Ar				1100					
2300	0445	0305	0100	0445	0350	0730	0445	0305	Ar KINGSTON, Palisadoes.....									
2345	0530	0350	0145	0530	0350	0815	0530	0350	Lv KINGSTON, Palisadoes.....									
F	F	F		F	F	F	F	F	ARUBA.....									
			0545						Ar MARACAIBO, Gr. De Oro.....Lv					0800				
									MARACAIBO, Gr. De Oro I.....									
0445	1000	0820		1000	0820	1245	1000	0820	Ar CARACAS, Maiquetia.....Lv	1000	1145	1430	1000	1145		1000	1145	0800

SABENA BELGIAN AIRLINES (SAB)

SN252 ③	SN254 ⑥	DC-7C			SN251 ③	SN253 ⑥
2300	2300	Lv	New York	Ar	1150	1150
1455	1455	Ar	MANCHESTER	Lv	0350	0350
1610	1610	Lv	MANCHESTER	Ar	0220	0220
1855	1855	Ar	BRUSSELS	Lv	0130	0130

BEF37 ②⑤⑦ V	SN205 ②③④ ⑤	V - Viscount DC-3 C-47			SN206 ③④⑤ ⑥	BEF36 ②⑤⑦ V
0640	2230	Lv	BRUSSELS	Ar	0420	0410
0650	2330	Ar	LONDON	Lv	0130	0205

SN101 # Ex ⑦	DC-3 C-47			SN102 # Ex ⑦
2040	Lv	BRUSSELS	Ar	0045
2210	Ar	PARIS	Lv	2320

SN247 ②④	SN249 ⑦	DC-3/C-47			SN248 ②④	SN250 ⑦
1020	0735	Lv	BRUSSELS	Ar	2330	2045
1545	1300	Ar	MILAN	Lv	1745	1500

SN103 # Ex ⑦ ①	KL005 # Ex ⑦ ①				KL006 # Ex ⑥⑦	SN104 # Ex ⑦①
0140		Lv	BRUSSELS	Ar		0445
0245		Ar	AMSTERDAM	Lv		0345
	0350	Lv	AMSTERDAM	Ar	0255	
	0635	Ar	COPENHAGEN	Lv	2400	

SN213 ②	SN217 ②③ ④⑤	SN215 ⑤	SN211 ⑥	DC-3/C-47			SN214 ②	SN218 ②③ ④⑤	SN216 ⑤	SN212 ⑥
0640	1340	1325	1340	Lv	BRUSSELS	Ar	1925	2045	2050	2050
				Ar	COLOGNE	Lv		1930		
				Lv	COLOGNE	Ar		1845		
				Ar	DUSSELDORF	Lv	1820		1945	1945
				Lv	DUSSELDORF	Ar	1750		1915	1910
0900				Ar	NUREMBERG	Lv	1550			
0930				Lv	NUREMBERG	Ar	1520			
	1555	1545	1555	Ar	STUTTGART	Lv		1710		1710
1200				Ar	VIENNA	Lv	1300			

UMI

SAM AIRLINES

999A ##Ex (17)	669 (4)(6)	888 (4)(6)	C-46		998A	887 #	998 (3)(4)
1330	0330		Lv MIAMI Ar		2430		2030
Ar 2	0530		Ar SAN ANDRES Lv		2300		
	0900		Lv SAN ANDRES Ar				
	1115		Ar CARTAGENA Lv				
	1200	1115	Lv CARTAGENA Ar			1445	
	1215	1215	Ar BARRANQUILLA Lv			1415	1400
	1350	1315	Lv BARRANQUILLA Ar			1315	1300
	1450	0600	Ar MEDELLIN Lv			1130	
	1530	0700	Lv MEDELLIN Ar			1030	
	1545	0800	Ar BOGOTA Lv			0930	1100
	1645	0900	Lv BOGOTA Ar			0830	1000
	1800		Ar CALI Lv			0715	
		1300	Ar LETICIA Lv				0600

SCANDINAVIAN AIRLINES (SAS)

006 (1) (2)(3) (4)(5)	DC-3		005 (2) (3)(4) (5)(6)
Read Down		Read Up	
2350	Lv COPENHAGEN, Kastrup	Ar	0625
0245	Ar AMSTERDAM, Schiphol	Lv	0350

SEABOARD AND WESTERN AIRLINES (SBW)

200 ☉ 6	204 * 5	102 ☉ 3	200 * 2 3	200 * 7 4	104 ☉ 2	104 ☉ 7 1 3 4	100 * ①	100 * # Ex ①	* Constellation ☉ DC-4 ‡ C-47	101 ‡ ①	105 ☉ 1 4 2 5	101 ‡ ②	101 ‡ ③	105 ☉ ③	103 ☉ ④	101 ‡ ⑥	103 ☉ ⑥	105 * ⑥	101 ‡ 4 5
	1000		1200	0800			0600	0330	Lv NEW YORK...Ar	1255		1255	1255			1255		1245	1255
	0215			f0015			2215	1945	Ar SHANNON.....Lv	0440		0440	0440					0430	0440
0330	0315	2000		f0115	0230	0230	2315	2100	Lv SHANNON.....Ar	0335	0030	0335	0335	0030	0225		0215	0330	0335
		2140							Ar GLASGOW.....Lv				0225		0045	0400			
0530			0550				0100	2240	Ar LONDON.....Lv	0145		0145	0030			0130			0145
0625			0645				0155	2335	Lv LONDON.....Ar	0045		0045	2330			0030			0045
		0040							Ar AMSTERDAM...Lv			2340			2145				
		0155							Ar HANOVER.....Lv						2005		1930		
		0300							Ar HAMBURG.....Lv						1900		2100		
							0255	0035	Ar BRUSSELS....Lv	2335									2335
									Ar DUSSELDORF..Lv	2255		2255				2255			2255
									Ar COLOGNE.....Lv	2245									
0900			0900	0630			0420	0159	Ar FRANKFURT...Lv	2155		2155	2155			2155			2155
							‡	‡		*		*	*			*			
							1400	0600	Lv FRANKFURT...Ar	2120		2120	2120			2120			2120
							1455	0655	Lv NUREMBERG...Ar	f2025		2025	f2025			2025			2025
							1600	0800	Lv MUNICH.....Ar	1920		1920	1920			1920			1920
							1705	f0905	Ar STUTTGART...Lv	f1815		1815	1815			1815			1815
	0545				0545	0545			Ar PARIS.....Lv		2100			2100				0100	
	0645				0645				Lv PARIS.....Ar					2000				2330	
					1000				Ar GENEVA.....Lv										
					f1120				Ar BASLE.....Lv					1900				2245	
	0815				1100				Ar ZURICH.....Lv					1800				2200	

SWISSAIR (SR)

704 DC-3 ① 2 3 4 5	791 ②	793 ⑥	DC-6A		792 ⑤	790 ⑦	705 DC-3 ② 3 4 5 6
			Read Down	Read Up			
	2200	0130	Lv NEW YORK	Ar	0850	2200	
	↓	↓	Ar MANCHESTER	Lv	2225	1135	
	1800		Lv MANCHESTER	Ar	2135	1045	
	↓	↓	Ar BASLE	Lv	1950	0900	
		2115	Lv BASLE	Ar	1920	0830	
		2115	Ar GENEVA	Lv	↑	↑	
	1900	2205	Lv GENEVA	Ar	1850	0800	
			Ar ZURICH	Lv		2325	
			Lv ZURICH	Ar		2235	
2310			Ar GENEVA	Lv			0715
2350			Lv BASLE/MULHOUSE	Ar			0640
0020			Ar BASLE/MULHOUSE	Lv			0610
0300			Lv AMSTERDAM	Ar			0340
			Ar STUTTGART	Lv			

TRANS-MEDITERRANEAN AIRWAYS (TMA)

MV120 ⑤	MV108 ②④⑦	MV106 ②④⑦	MV114 ①	MV112 ③	MV102 ④	MV104 ⑦		MV103 ⑥	MV101 ③	MV111 ③	MV113 ①	MV105 ②④⑦	MV107 ②④⑦	MV119 ⑤
					0900	0900	Lv FRANKFURT...Ar	1530	1530					
					1000	1000	Ar BASEL.....Lv	1430	1430					
					1200	1200	Lv BASEL.....Ar	1330	1330					
					2320	2320	Ar BEIRUT.....Lv	0400	0400					
0100	0100	0300	0400	0400			Lv BEIRUT.....Ar			2100	2100	1430	1330	1600
			0800	0830			Ar BAGHDAD.....Lv			1900	1900			
			0900	0900			Lv BAGHDAD.....Ar			1800	1800			
	0730	0830	1200	1200			Ar TEHRAN.....Lv			1600	1600			
							Ar KUWAIT.....Lv					1100		
							Ar DHAHRAN.....Lv						1000	
0730							Ar BAHRAIN.....Lv							
0900							Lv BAHRAIN.....Ar							
1030							Ar DOHA.....Lv							1230

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TACA INTERNATIONAL AIR LINES (SA)

525 ②⑤	801 ⑥	801 ③⑤	801 ②④	801 ①	DC-4 Read Down	DC-4 Read Up	400 ①	800 ②③④	400 ③	800 ⑥	526 ①	526 ④	100 ⑤
	0600	0615	0400	0600	Lv	NEW ORLEANS Ar	2030	1845	2110	1900			
0700	↓	↓	↓	↓	Lv	MEXICO Ar	↑	↑	↑	↑	1800	1715	1855
↓	1030	↓	↓	↓	Ar	BELIZE Lv	↑	↑	1715	↑	↑	↑	↑
↓	1100	↓	↓	↓	Lv	BELIZE Ar	↑	↑	1700	↑	↑	↑	↑
1025	1225	1145	0930	1130	Ar	GUATEMALA Lv	1535	↑	1535	↑	↑	↑	1535
1110	1315	1245	1020	1230	Lv	GUATEMALA Ar	1505	↑	1505	↑	↑	↑	1505
1155	1400	1330	1105	1315	Ar	SAN SALVADOR Lv	1420	1315	1420	1330	1400	1315	1420
			1220		Lv	SAN SALVADOR Ar	1400		1400				1400
			1315		Ar	TEGUCIGALPA Lv	1315		1315				1315
			1340		Lv	TEGUCIGALPA Ar	1300		1300				1300
			1435		Ar	MANAGUA Lv	1205		1205				1205
			1500		Lv	MANAGUA Ar	1145		1145				1145
			1610		Ar	SAN JOSE Lv	1035		1035				1035

TRANS-AUSTRALIA AIRLINES (TAA)

1931 DC-3 ②	1915 DC-3 ④	1915 DC-3 ③	1921 DC-3 ③	1909 DC-4 ⑤	1919 DC-4 ⑥	1917 DC-3 ④⑥	1913 DC-4 ④	1911 DC-4 ②③	1911 DC-3 ①⑤			1912 DC-3 ①	1912 DC-3 ⑤	1912 DC-4 ②④	1912 DC-4 ③	1918 DC-3 ④⑤	1920 DC-4 ⑥	1910 DC-4 ⑤	1922 DC-3 ③	1916 DC-3 ③④	1932 DC-3 ②
1930	1340	1340	0745	0500	0150	0120	0220	0120	0120	Lv	MELBOURNE Ar	1015	0925	1120	1025	0705	0955	1435	1330	2105	0225
↓	1515	↓	↓	↓	↓	↓	↓	↓	↓	Ar	SMITHTON Lv	0840	↓	0945	↓	↓	↓	1300	1155	↓	↓
↓	1600	↓	↓	↓	↓	↓	↓	↓	↓	Lv	SMITHTON Ar	0800	↓	0755	↓	↓	↓	1115	↓	↓	↓
↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	Ar	WYNYARD Lv	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	Lv	WYNYARD Ar	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	Ar	DEVENPORT Lv	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	Lv	DEVENPORT Ar	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
2130		1540	0940	0640		0320		0300	0320	Ar	LAUNCESTON Lv				0840		0810				
2200		1640		0750				0350	0345	Lv	LAUNCESTON Ar				0640		0610				
2245	1710	1725		0830	0400		0430	0430	0430	Ar	HOBART Lv	0635	0545	0630	0600	0500	0530	1000	1020	1825	2345

1948 DC-3 ③⑥	1906 DC-3 ② ④⑥	1902 DC-4 ③④	1902 DC-3 ① ②⑤			1901 DC-3 ① ②③	1901 DC-4 ④⑤	1905 DC-3 ③ ⑤⑦	1949 DC-3 ③⑥	
0530		2230	2230	Lv	MELBOURNE Ar	0315	0225		1200	
↓		0055	0120	Ar	SYDNEY Lv	0010	2350			
↓		0225	0230	Lv	SYDNEY Ar	2255	2220			
↓		0500	0525	Ar	BRISBANE Lv	1945	1945			
↓	0500			Lv	BRISBANE Ar			1305		
↓	0720			Ar	ROCKHAMPTON Lv			↓		
↓	0750			Lv	ROCKHAMPTON Ar			↓		
↓	0905			Ar	McKAY Lv			↓		
↓	0935			Lv	McKAY Ar			↓		
↓	1100			Ar	TOWNSVILLE Lv			0830		
0750				Ar	ADELAIDE Lv				0850	

TRANS-CANADA (TCA)

909 ①②③④⑤ North Star Read Down	Read Up	910 ①②③④⑤
2100	Lv MONTREAL Ar	A1455
2255	Ar TORONTO Lv	A1315
2355	Lv TORONTO Ar	1155
0350	Ar WINNIPEG Lv	0650
0435	Lv WINNIPEG Ar	0605
↓	-- CALGARY Lv	0150
↓	-- CALGARY Ar	0120
0730	Ar EDMONTON --	↑
0800	Lv EDMONTON --	↑
1015	Ar VANCOUVER Lv	2200

A-Toronto to Montreal section ③④⑤ only.

TRANS WORLD AIRLINES (TW)

DOMESTIC

597 049 #Ex ⑤⑦	599 1049H ✓	595 1049H #Ex ⑤⑦	591 1649 #Ex ⑤⑦	593 1649 #Ex ⑤⑦			592 1049H #Ex ⑤⑦	590 1649 #Ex ⑤⑦	594 1649 #Ex ⑤⑦	598 1049H #Ex ⑤⑦	596 049 #Ex ⑤⑦
2359					Lv	NEWARK Ar					0629
	2000				Lv	PHILADELPHIA Ar	1535				
0026	2041	2200	2300	2359	Ar	NEW YORK (IDL) Lv					0600
0400	2230				Lv	NEW YORK (IDL) Ar		0928	0919	1138	0300
						PITTSBURGH Lv	1425				
	0054			0222		PITTSBURGH Ar	1527				
	0215			0345	Ar	CHICAGO (ORD) Lv			0520	0740	
					Lv	CHICAGO (ORD) Ar			0417	0639	
0709					Ar	CHICAGO (MDW) Lv					2300
					Ar	INDIANAPOLIS Lv					
		0246			Lv	INDIANAPOLIS Ar					
		0349			Ar	ST. LOUIS Lv	1015				
		0395			Lv	ST. LOUIS Ar	0854				
		0515			Ar	KANSAS CITY Lv	0750				
		0627			Lv	KANSAS CITY Ar	0625				
		0745			Ar	LOS ANGELES Lv	2330	2230		2215	
	0742	1138	0959		Lv	LOS ANGELES Ar	2219		2000		
		1300		0902	Ar	SAN FRANCISCO Lv	2030				
		1440									

✓ PHL-IDL #Ex ⑦①
IDL-LAX #Ex ⑥⑦

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑤	DC-4 Read Down	DC-4 Read Up	900 ①	900 ③⑤
2400	2200	Lv	NEW YORK Ar	0500	0700
0800	0600	Ar	SAN JUAN Lv	2100	2300

TW INTERNATIONAL

980 ②	972 ③	980 ④	972 ②	970 ⑤	1049H		971 ②	981 ①	973 ④	981 ⑤	973 ⑥
0130	0130	0130	0130	0130	Lv	NEW YORK (IDL) Ar	1040	1210	1125	1210	1125
0705	0705	0705	0705	0705	Ar	GANDER Lv	0705	0835	0750	0835	0750
0750	0750	0750	0750	0750	Lv	GANDER Ar	0620	0750	0705	0750	0705
1810	1810	1810	1810	1810	Ar	SHANNON Lv	0140	0310	0225	0310	0225
1855	1855	1855	1855	1855	Lv	SHANNON Ar	0055	0225	0140	0229	0140
	2040		2040		Ar	LONDON Lv			2345		2345
	2140		2140		Lv	LONDON Ar			2240		2240
	0040		0040	2255	Ar	FRANKFURT Lv	2230		2130		2130
				0030	Lv	FRANKFURT Ar	2105				
2220		2220			Ar	PARIS Lv		0045		0045	
0015		0015			Lv	PARIS Ar		2315		2315	
0135		0135			Ar	GENEVA Lv		2155		2155	
0230		0230			Lv	GENEVA Ar		2055		2055	
				0135	Ar	ZURICH Lv	2000			2000	
				0230	Lv	ZURICH Ar	1855			1855	
						MILAN Lv	1745	1945		1745	
						MILAN Lv	1615	1815		1615	
0435		0435		0440	Ar	ROME Lv	1430	1630		1430	

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WHEELER AIRLINES

101 P ②⑤	C-46 DC-3 Read Down	Read Up	102 P ②⑤
0915	Lv VAL D'OR	Ar	1630
1225	Ar GREAT WHALE	Lv	1320

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46 Read Down	Read Up	④	①	②⑤	①	④
1500		1000			Lv ARICA	Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA	Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA	Ar	0930		1130		
2125		1325			Ar SANTIAGO	Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO	Ar		1750		1730	1700
	1100		↓	1200	Ar BARILOCHE	Lv		1450		↑	1400
	1145				Lv BARILOCHE	Ar		1405			
	1750				Ar PUNTA ARENAS	Lv		0900			
			1130		Ar J. FERNANDEZ	Lv				1400	

UNITED AIR LINES (UA)

75 ⑦	59 #Ex ⑦①	63 #Ex ⑥⑦	75 #EX ⑥⑦	67 #EX ⑥⑦	71 #Ex ⑥⑦	73 #Ex ⑥⑦	65 #Ex ⑥⑦	61 #Ex ⑥⑦	DC6A/DC7A		66 #Ex ⑦①	70 #Ex ⑤⑥⑦	70 ⑦	72 #Ex ⑥⑦	74 #Ex ⑥⑦	74 ⑥	62 #Ex ⑥⑦	64 #Ex ⑥⑦	68 #Ex ⑥⑦	56 #Ex ⑦①
			2220	2105				1300	Lv	BOSTON					1730		1638		0847	
0740			2300	2148					Ar	HARTFORD									0805	
0930			0001	2300					Lv	SPRINGFIELD									0705	
			0041						Ar	NEW YORK (IDL)		1020					1930		0620	
0700			0200		2330		1910		Lv	NEW YORK (IDL)	1142	0930		1055		1435	1420		0455	0450
									Lv	NEW YORK (LGA)										
	0130	2215				2300			Lv	NEWARK			1720		1500			1840		
		2255					2008		Ar	PHILADELPHIA		1040	1645					1805	0415	
		0010					2110		Lv	PHILADELPHIA			1555					1643	0307	
	0335			0120			2310	1540	Ar	CLEVELAND	0955		1425		1325				0135	
	0520			0245			0010	1655	Lv	CLEVELAND	0837		1338		1233				0027	
		0235							Ar	DETROIT								1445		
		0345							Lv	DETROIT								1345		
1150	0557	0400	0410	0322	0140	0105	0047	1732	Ar	CHICAGO	0610	0545	1115	0720	1010	1100	1035	1135	2200	0130
1530		0550	0545		0250	0215	0230		Lv	CHICAGO		0425	0930	0610	0810	0930	0837	0947		
1805		0850					0530		Ar	DENVER						0530	0420	0530		
1930		1010					0630		Lv	DENVER						0435	0320	0420		
							0835		Ar	SALT LAKE CITY								0235		
							0935		Lv	SALT LAKE CITY								0135		
2155			1010			0640			Ar	LOS ANGELES				2230	0030	0030				
2330			1140						Lv	LOS ANGELES					2253	2253				
0103		1330	1313		0750				Ar	SAN FRANCISCO		2025	0130		2115	2115	2230			
							1130		Ar	PORTLAND								2205		
							1215		Lv	PORTLAND								2107		
							1301		Ar	SEATTLE								2015		

VARIG (RG)

966 ⑤	667 EX ①	C-46 Read Down	Read Up	666	967 ⑥
0612	0300	Lv RIO DE JANEIRO	Ar	0330	1540
	0430	Ar SAO PAULO	Lv	0200	↑
	0500	Lv SAO PAULO	Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho	Lv	2230	
		-- VITORIA			F
		-- BELMONTE			F
1115		Ar SALVADOR, Ipatanga	Lv		1040
1145		Lv SALVADOR, Ipatanga	Ar		1010
F		-- ARACAJU, Municipal	--		F
F		-- PROPRIA	--		F
F		-- PENEDO	--		F
F		-- MACEIO, Tab. do Pinto	--		F
1520		Ar RECIFE, Iba. Guar.	Lv		0635
1540		Lv RECIFE, Iba. Guar.	Ar		0615
F		-- JOAO PESSOA, Santa Rita	--		F
1655		Ar NATAL, Parnamirim	Lv		0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

U.A.T. AEROMARITIME (UT-AMA)

DC-4* ⑥	UT-755 DC-6 ④	AMA-97 Nord ①	AMA-93 Nord ③	AMA-99 Nord ①	DC-4 NORD 2.502 Read Down	DC-6 Read Up	AMA-98 Nord ②	UT-756 DC-6 ⑥	AMA-90 Nord ⑤	DC-4 ⑦
					Lv PARIS LE BOURGET	Ar		1000		①
1610	1620				Ar NICE	Lv		0755		0040
↓	1825				Lv NICE	Ar		0655		↑
0005	1910				Ar TRIPOLI	Lv		↑		1850
0105	⑤				Lv TRIPOLI	Ar				1750
0730	0320				Ar FORT-LAMY	Lv		2225		
	0430		0600	0600	Lv FORT-LAMY	Ar		2110	1800	0930
	↓		↓	↓	-- MOUNDOU	Lv		↑	1635	
			0800	0800	-- MOUNDOU	Ar			1555	
		0615	0850	0850	Ar N'GAOUNDERE	--			↑	
		↓		↓	Lv N'GAOUNDERE	--			1355	
					-- BANGUI	Lv				
	0710	0805			-- BANGUI	Ar	1730			
		0855			Ar DOUALA	Lv	↑	1830		
		1020		1150	Lv DOUALA	--				
		1100		1315	Ar LIBREVILLE	--				
		1140	1220		Lv LIBREVILLE	--				
				↓	Ar FORT-GENTIL	--				
				1530	-- BRAZZAVILLE	Lv	1355			
					Ar POINTE-NOIRE	--				

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

X -Daily
1 -Monday
2 -Tuesday
3 -Wednesday
4 -Thursday
5 -Friday
6 -Saturday
7 -Sunday
Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
₩ -Service Temporarily Suspended

UMI

MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.

CARRIER	Boeing Stratocruiser	Boeing-707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	ALL-CARGO: Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super CONST. 1049 - 1649A	Douglas DC-7F	Lockheed Constellation 749H
AA	--	150	--	--	150	--	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200	--
AL	--	--	--	--	100	--	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
ASA	--	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--	--
ALITALIA	--	--	--	--	150	--	100	--	100	--	75	--	75	200	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
AF	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--	--
BL	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN	--	150	--	--	100	--	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	185	--	--	--	--	--	--	--
BOAC	--	150	75	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100
CA	--	--	--	--	--	--	100	100	--	--	--	--	--	--	---	70	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CO	--	150	--	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CN	--	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA	--	--	75	--	65	--	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU	--	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--	--
DL	--	--	--	--	150	--	85	--	150	--	--	75	--	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--	--
EA	--	--	--	--	65	--	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	--	200	--	--
ELAL	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
FL	--	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--	--
JAL	--	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	100	--	--	--
KLM	--	--	--	--	154	--	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	205	205	102	300	--	--
LX	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
LC	--	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA	--	--	--	--	150	--	--	--	150	--	100	200	--	120	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
NE	--	--	--	--	--	--	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
NO	--	--	--	--	150	--	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW	100	--	--	--	--	--	--	100	--	200	75	--	75	120	--	--	45	--	--	--	--	--	--	--	200	--	--	--	--	--
NY	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
PAA/PG	100	150	--	--	--	--	--	--	--	--	75	75	75	120	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--	--
PI	--	--	--	--	--	--	80	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--	--
SAB	--	150	--	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--	--
SAS	--	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--
SO	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA	--	--	--	150	--	--	100	--	--	--	--	--	--	--	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--	--
TRC	--	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW	--	150	--	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	200	--	--	300	--	--
UA	--	150	--	--	150	--	--	--	150	--	150	150	--	120	--	--	--	--	--	--	--	--	--	--	--	200	--	--	200	--
WA	--	150	--	--	75	--	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--
WC	--	--	--	--	--	--	120	--	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

UMI

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																						ALL-CARGO							
	Boeing Stratocruiser	Boeing 707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749H
AA.....	See U.S. and Canadian City Directory																													
AL.....	--	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--
ALITALIA	--	--	--	--	--	--	--	--	600	--	600	--	600	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	500	--	--	500	--	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	--	--	--	--	--
BOAC....	--	600	600	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2000
CA.....	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CO.....	--	500	--	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	See U.S. and Canadian City Directory																													
CU.....	--	--	600	--	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--	--
DL.....	--	--	--	--	400	--	200	--	400	--	--	250	--	200	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	--	--
EA.....	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	200	200	200	200	--	--	--	--	--	--	--	--	4000	--	--
ELAL....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	--	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	500	--	--
FL.....	See U.S. and Canadian City Directory																													
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	1000	--	--
HAL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--	--	--
KLM.....	See U.S. and Canadian City Directory																													
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MC.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	400	--	--	--	400	--	200	200	--	200	--	--	200	200	--	--	--	--	--	--	--	--	--	6000	--	--
NE.....	--	--	--	--	200	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	500	--	--	--	--	--	--	200	--	2000	200	--	200	200	--	--	200	--	--	--	--	--	--	--	2000	--	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ.....	See U.S. and Canadian City Directory																													
PC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
PAA/PG..	600	600	--	--	--	--	--	--	--	--	600	600	600	600	--	--	--	--	--	--	--	--	--	--	5000	6000	--	--	300	--
PI.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--
SAB.....	--	600	--	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--	6000	--	--	6000	--	--
SO.....	See U.S. and Canadian City Directory																													
SR.....	--	--	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	--
TACA....	--	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--	--
TT.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	400	--	--	--	440	--	--	--	--	--	--	--	--	--	250	--	250	400	--	--	--	--	--	--	--	--	4000	--	--
UA.....	--	200	--	--	400	--	--	--	400	--	200	200	--	200	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	6000	--
WA.....	--	200	--	--	200	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AK	151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aereovias Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	AM	139	Aeronaves de Mexico, S.A.
AET	IN	052	Aerlinte Eireann Tte-Irish International Airlines
AF	AF	057	Air France
AFL	SU		Aeroflot
AII	AI	098	Air-India International
AIRCEY	AE	104	Air Ceylan Limited
AJ	AJ	148	Air Jordan
AKK	KK	224	Air Kruise (Kent), Ltd.
AL	AL	037	Allegheny Airlines, Inc.
ALG	AH	124	Air Algerie
AL T	EI	053	Aer Lingus Teoranta - Irish International Air Lines
ANA	AN	090	Ansett-Australian National
ANSETT	AP	152	Ansett Airways Pty., Ltd.
APA	HP	123	Aerovias Panama
AQU	AQ	112	Aquila Airways Limited
ARG	AR	044	Aerolineas Argentinas
ARIANA	FG	255	Ariana Afghan Airlines, Ltd.
ASA	AS	027	Alaska Airlines, Inc.
ASAI			Aerovias Sud Americana
ATM	AT	147	Compagnie Nationale de Transports Ariens
ATSA	TZ	141	Aero Transportes, S.A.
AVENSA	VE	128	Aerovias Venezolanas, S.A.
AVIACO	AO	110	Aviacion y Comercio, S.A.
AVN	AC	134	Aerovias Nacionales de Colombia, S.A.
AW	AW	121	Airwork Limited
AZ	AZ	055	ALITALIA–Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT			Butler Air Transport Pty., Ltd.
BEA	BE	060	British European Airways Corp.
BGA			British Guiana Airways, Ltd.
BKS	BK	137	BKS Air Transport, Ltd.
BL	BL	039	Bonanza Air Lines, Inc.
BN	BN	002	Braniff International Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia, Limited
BWIA	BA	106	British West Indian Airways, Ltd.
CA	CA	013	Capital Airlines, Inc.
CAA	CE	063	Central African Airways Corp.
CAS	CS	138	Cambrian Airways, Ltd.
CAT	CT	129	Civil Air Transport
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA			Compania Aeronautica Uruguaya, S.A.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.
CH	CH		Chicago Helicopter Airways, Inc.
CIA			Caribbean International Airways, Ltd.
CINTA	CI	231	Cinta Chilean Airlines
CMA	MX	132	Compania Mexicana de Aviacion, S. A.
CN	CN	319	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CD	320	Cordova Airlines, Inc.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.
CONN	NN	166	Connellan Airways, Ltd.
COPA	CM	230	Compania Panamena de Aviacon, S. A.
CPA	CP	018	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul
CSA	OK	064	Ceskoslovenske Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CY	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DR		Derby Aviation, Ltd.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EC	EC	094	East African Airways Corp.
EG	EAGLE	232	Eagle Airways of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	169	Ellis Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW		East-West Airlines, Ltd.
FAUCETT	CF	163	Compania de Aviacion "FAUCETT" S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)
FL	FL	029	Frontier Airlines, Inc.
FLUG	FI	108	Flugfelag Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL			Guinea Airways, Ltd.
GAM	AG	040	Guest Aerovias Mexico, S.A.
	GF		Gulf Aviation Company, Ltd.
GIA	GA	126	Garuda Indonesian Airways, Ltd.
GIBAIR	GT	171	Gibraltar Airways, Ltd.
GU	GU		Empresa Guatemalteca de Aviacion
HAL	HA	173	Hawaiian Airlines, Ltd.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.
IA	IA	073	Iraqi Airways
IAC	IC	058, 093	Indian Airlines Corporation
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas
IAL	LL	278	Icelandic Airlines
INI			INI & CIA, S.A.
IRA	IR	096	Iranian Airways
JAL	JL	131	Japan Air Lines Company, Ltd.
JAT	YU	115	Jugoslovenski Aerotransport (JAT)
JSY	JY	130	Jersey Airlines
KA		229	Kuwait Airways
KLM	KL	074	K.L.M. Royal Dutch Airlines
KNA	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
LADE	LD	177	Lineas Aereas del Estado
LAN	LA	045	Linea Aerea Nacional
LA NICA	NI	176	Lineas Aereas de Nicaragua, S.A.
LAP			Laide Aereo Nacional, S. A.
LAV	LV	046	Linea Aeropostal Venezolana
LC	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	247	Linjeflyg AB
LLC	CC	223	Lloyd Aereo Colombiano
LN	LN	067	Air Liban
LOT	LO	080	Polish State Airlines LOT
LX	LX	325	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MALEV	MA	182	Hungarian Air Transport–MALEV
MAR	MR	022	Maritime Central Airways
MEA	ME	076	Middle East Airlines Co.
MK	MK	213	Mackey Airlines, Inc.
MMA	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MOS	MT	216	Morton Air Services Limited
MS	MS	077	Misrair, SAE
NACIONAL		208	Transportes Aereos Nacional, Ltda.
NA	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NW	NW	012	Northwest Airlines, Inc.
NY	NY	332	New York Airways, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Olley Air Service, Ltd.
OZ	OZ	041	Ozark Air Lines, Inc.
PAA	PA	026	Pan American World Airways System
PAB	PB	111	Panair do Brasil, S.A.
PAL	PR	079	Philippine Air Lines
PANAGRA	PG	109	Pan American-Grace Airways, Inc.
PI	PI	030	Piedmont Aviation, Inc.
PIA	PK	214	Pakistan International Airlines
PLUNA	PU		Primeras Lineas Uruguayas de Navigacion Aerea
PC	PC		Pacific Air Lines
PN	PN	031	Pacific Northern Airlines, Inc.
PT	PT		Provincetown-Boston Airline, Inc.
QAPL	QE	188	Queensland Airlines Pty., Ltd.
QBA	QB		Quebecair, Inc.
QCA	QC		Queen Charlotte Airlines, Ltd.
QEA	EM	081	Qantas Empire Airways
QUSA	QA	143	Aerovias "C," S.A.
QAC	RC	223	Royal Air Cambodge
RAL	RA	327	Resort Airlines, Inc.
RANSA	RN	218	Rutas Aereas Nacionales, S.A.
REAL			Real S/A-Transportes Aereos
REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
REEVE			Reeve Aleutian Airways, Inc.
RO	RO	323	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAB	SN	082	Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
SAFE	SU		Braathens South-American & Far East Airtransport
SAHSA	SH	274	Servicio Aereo de Honduras, S.A.
SAM			Sociedad Aeronautica Medellin, S.A.
SAS	SK	117	Scandinavian Airlines System
SATA	SP		Sociedade Acoriana de Transportes Aereos, Ltda.
SBW	SB	219	Seaboard & Western Airlines, Inc.
SCA	VF	221	Silver City Airways, Ltd.
SDI			Saudi Arabian Airlines
	SL		Scottish Airlines
SI	SI	042	Slick Airways, Inc.
SO	SO	038	Southern Airways, Inc.
SR	SR	085	Swiss Air Transport Co., Ltd.
STAEO	ST	198	Societe de Transports Aeriens en Extreme-Orient
SUDAN	SD	200	Sudan Airways
SYRIAN		201	Syrian Airways Company
TAA	TN	102	Trans-Australia Airlines
TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
TACA	TA	202	TACA International Airlines, S.A.
TACAV	TV	175	Linea Aerea TACA de Venezuela
TAI	TI	119	Compagnie de Transports Aeriens Intercontinentaux
TAIP	IP	047	Transportes Aereos Da India Portuguese
TALOA	TL		Transocean Airlines
TAN	TX	208	Transportes Aereos Nacionales, S.A.
TAP	TP	047	Transportes Aereos Portugueses, S.A.R.L.
TCA	TC	014	Trans-Canada Air Lines
TEAL	TE	086	Tasman Empire Airways Limited
THAI	TH	203	Thai Airways Co., Ltd.
THY	TK	235	Turk Hava Yollari
TPA	TS		Trans-Pacific Airlines, Ltd.
TSA	TO	267	Transcontinental, S. A.
TRC	TR	254	Trans Caribbean Airways
TT	TT	033	Trans-Texas Airways
TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
TW	TW	015	Trans World Airlines, Inc.
UA	UA	016	United Air Lines, Inc.
UAT	UT	125	Union Aeromaritime de Transport
UBA	UB	209	Union of Burma Airways
VARIG	RG	042	Empresa de Viacao Aerea Rio Grandense
VASP	VP		Viacao Aerea Sao Paulo, S.A.
VNA	VN	120	Air Vietnam
WAAC	WT	087	West African Airways Corporation
WA	WA	017	Western Air Lines, Inc.
WC	WC	025	West Coast Airlines, Inc.
WEN	WE	212	Wien Alaska Airlines
	YR		Soc. de Transporturi Aeriene Romano-Sviectica

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